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THE "KING OF THE ALBANIANS": ESSAD PASHA, WHO DEFENDED SCUTARI AND SURRENDERED IT TO MONTENEGRO AND WHO HAS PROCLAIMED HIMSELF A KING.

A few days ago came the astonishing statement that Essad Pasha, the defender of Scutari, had proclaimed himself, at Alessio, King of the Albanians, and it was argued in various quarters that his surrender, with the garrison under his command, was made by arrangement with the King of Montenegro. At that time, it was affirmed, Essad Pasha had with him thirty thousand Turkish and Albanian troops. Essad Pasha, who is fifty, is the head of the powerful Albanian Toptan family of Tirana, and is a wealthy man. The Sultan Abdul Hamid, hearing of his youthful, warlike doings, appointed him to command the gendarmerie in Yanina. He left there after a quarrel with the Governor, and withdrew to his estates in Albania. The year 1908 found him a Young Turk, and he was elected Deputy for Durazzo; but, the Young Turks' fall becoming imminent, he changed sides. Before the siege of Scutari began he arrived there with an Albanian force, and urged that this should fight not under the Turkish, but the Albanian flag. He took command of the garrison after the murder in the street of Hassan Riza, the Turkish commandant of the town.

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AN EPIC OF SCIENCE.

AMBITIOUS as may seem the title of "The Universe and Humanity," by H. Kraemer (Bong and Co., Paris; 5 vols.), it finds ample justification in these five magnificent volumes—a work of colossal magnitude as well as of wonderful perfection in the way of printing and colour-reproduction. The first impression one receives when looking through these volumes is one of increasing surprise at the profusion of the illustrations, ranging from the first attempts at wood-engraving to the latest process of colour-work. Admirable reproductions from paintings by great artists arrest the eye, and the most ingenious devices are employed to bring every subject to the reader's mind in the most graphic manner. Coloured facsimiles of maps, diagrams, figures, plants, photographic reproductions of an infinity of scientific subjects, cover the pages and accompany the reader on his way, so that the problem of picture-education is, in this case, successfully solved. The work is a real encyclopædia, not of short articles, but, we should say, of separate books, each forming a section of the whole, and each written by a scientist eminent in the branch of science he has taken for his own. From the first page of the first book to the end of the last, we are taken by each in turn through the great epic of science, starting from the beginning of all things.

Following an eloquent preface by Mr. Edmond Perries (a member of the French Institute and director of the Paris Museum of Natural History), an introduction by H. Kraemer, who planned the whole work and carried it through with the assistance of his distinguished collaborators, explains the design pursued and accomplished by him after years of arduous labour. The first volume consists chiefly of a "History of the Earth's Crust," by Professor Dr. Charles Sapper, who, after a short exposition of the ancient cosmogonies, as well as of retrospective history, supplies exhaustive chapters on the formation and constitution of the globe, on volcanoes and mountains, fossils and palæontology, geology, geysers, glaciers, etc., and the mines. Here we witness the creation of the world—not, indeed, in accordance with Biblical tradition, but as the highest philosophical speculation, supported by scientific experience rigorously precise, permits us to conceive it. Here, also, we can see by the maps and the drawings reproduced from old books and manuscripts what absurd and ludicrous hypotheses the ancient and mediæval peoples had imagined to describe natural phenomena which they were too ignorant yet to fathom. Dr. Sapper provides a second section on "The Earth's Crust and Humanity," including chapters on "Mineral Wealth" and "Geological Studies"; and Dr. Adolph Marcuse concludes the book by a study of the physics of the globe (Section III.). Magnetism and its manifestations, the action of the tides, the phases of the moon, the atmosphere, clouds and thunderstorms, mirage and Northern lights, are all described to us learnedly, but so clearly that no one could fail to find the greatest interest in the matter thus treated even in the absence of the gorgeous plates and the smaller drawings which adorn the text.

In the second volume we pass to the "Origins and Evolution of the Human Genus." Professor H. Klaatsch, here, considers anthropology as connected with prehistory. Nothing more luminous than his account of the development of this recent branch of knowledge could be written on this fascinating question. Two shorter parts, dealing with the evolution of plants (H. Potonié), and the evolution of animals (L. Beushausen) bring the second volume to a close. The greater part of the third is reserved to the Sciences of "cosmography and astronomy" (Section VII., W. Foerster). The study of the "Earth's Surface" (by Ch. Weule) constitutes Section VIII., which, after completing the third volume, overflows a great part of the fourth.

The explorations carried on from the time of the early civilisations to our day here exemplify the importance of geography. Both in this case as well as in that of the next subject, "Oceanography" (W. Marshall), we must content ourselves with a bare mention of these exceptionally interesting sections.

Section X.: "The Form, Size, and Density of the Earth" (Dr. A. Marcuse), does not admit of any vagaries. Mathematics here reign supreme. It completes the fourth volume.

Section XI., which opens the fifth and last volume, treats of the beginnings of manufacture (M. d'Eyth): "Primitive Industry and the Beginnings of Art." It may serve as a prelude to Section XII., which deals with physics and chemistry. Sections XIII. and XIV., short in comparison with the previous one, refer to the "difficulties of scientific observations" (Dr. A. Marcuse), and the "Influence of Civilisation on the Health of Man" (A. Leppmann), a careful exposition which closes this remarkably complete display of human knowledge.

M. Kraemer's conclusion—a sort of philosophical farewell to the reader—is an encouragement to the young generation to pursue scientific research, irrespective of remuneration.

A. FORESTIER.

PARLIAMENT.

LEGISLATION proceeds at a leisurely pace this session. The Provisional Collection of Taxes Act and the Prisoners (Temporary Discharge for Ill Health) Act are now on the Statute Book; but except the Plural Voting Bill, the second-reading stage of which was taken in the House of Commons this week, no important, contentious measure has yet appeared, the Parliament Act projects being reserved for midsummer. On the other hand, considerable progress has been made with Supply, and with the discussion of administrative matters; and decisions have been taken on various abstract resolutions, although Mr. Mackinder's motion in favour of a national theatre was talked out after Mr. Ellis Griffith had indicated that the Government's duty was not to initiate but to crown a project of this kind. An elaborate review of Post Office business was given by Mr. Herbert Samuel, a most diligent and zealous administrator, in presenting the estimates of his Department. It was largely, as he boasted, the growth of postal revenue which enabled the Chancellor of the Exchequer to do without increased taxation. Mr. Samuel noted the success of reductions in cable charges, and announced a reduction of fifty per cent. in the rates for telephone communication with France, but he had been unsuccessful in an attempt to lower the cost of postage to the Continent. Members were interested to hear of certain small reforms and concessions, such as the connection of the telephone system with cab-ranks, the charging of tel graphic addresses like Charing Cross and King's Cross as only one word, and the establishment of an hourly time signal for the synchronising of clocks. In debate, however, severe criticism was passed on the telephone service, Mr. Walter Long complaining of its deficiency, especially in the country. There was another keen and animated controversy at the beginning of this week between Mr. Pretyman and Mr. Lloyd George, on the Budget resolutions, with reference to the land taxes. While these taxes have produced very little revenue and are very costly to collect, they have, according to their leading opponent, done grievous injury to the building trade, to small property owners, to allotment holders, and to market gardeners. Mr. Pretyman, complaining of a builder being charged increment land duty on a "fortuitous windfall" which had not increased the value of the site, made an ironical, bantering allusion to windfalls on the Stock Exchange; and the Chancellor of the Exchequer retorted by tauntingly describing his critic as "the man who forced the land question into prominence in this country, who destroyed Tariff Reform, and who overthrew the power of the Lords." Criticism, however, was not wasted on the Chancellor, for he promised to introduce into the Revenue Bill an amendment which would render it impossible for any builder's profits to be taxed as increment. His report of the progress of Valuation was much cheered by the Radicals, and especially by the small group of single-taxers. By March 1915, he said, the whole of this country would be valued.

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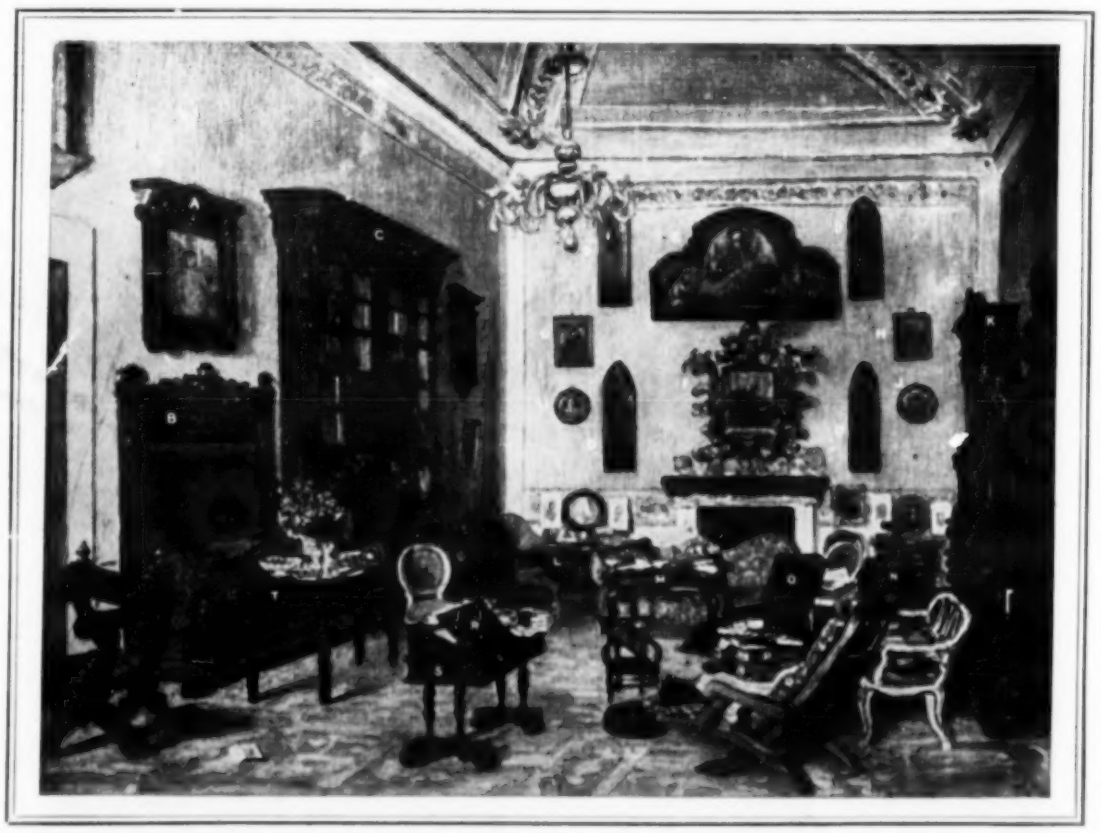
BY G. K. CHESTERTON.

THE end of the Vivisection Libel Case has one practical moral, apart from the many theoretic morals it implies. It should tend to the discouragement of libel suits brought merely for the sake of argument. A Law Court should be a place to settle quarrels; not a place to settle controversies. It should be a place for legal debates, which do (even on the most mournful calculation and experience) end at last. It should not be a place for moral debates, which can never really end till the Day of Judgment. In comparison with the confusion and falsehood of mere party politics and party journalism, the Law Courts look just now comparatively realistic and businesslike. I do not indulge in a laudation of lawyers as the readers of this page may perhaps be aware. But I really think the barristers with their wigs in the Law Courts are generally more simple and sincere than the same barristers without their wigs in the House of Commons. By this time I really think the police news is a far more respectable part of journalism than the Parliamentary report. In spite of methods really clumsy and antiquated, in spite of personal vulgarities and vanities that are worse than anything merely antiquated, there is still about the Courts of Justice a faint relish of reality, which has faded from the High Court of Parliament. In the Law Courts the cases do still carry some memory of what they were meant to be when the men of the Middle Ages made them. Even a civil case has something of the genuineness of a criminal case. Even a libel action is still supposed to be the complaint of a man wronged, as he is wronged when he is stabbed or robbed. He is supposed to prove that his soul has been stabbed, as his body might be stabbed. He is supposed to prove that his honour has been stolen, as his purse might be stolen. If we compare the process with the Parliamentary process, we must confess that it still, to say the least, shows some traces (and should be made to show more) of the original notion that men might bring their plain human grievances, or their plain human denials, before the Justice of the King.

I say this with all the more freedom because my own sympathies in the personal conflict are on the side of Miss Lind—or the lady whom I find it most convenient so to describe. I do not share the objections to the length of her speech, but I do entertain the strongest objections to the length of her name. I am an Anti-Vivisectionist myself, though some acquaintance with the cause has made me an anti-Anti-Vivisectionist as well. I think the Anti-Vivisectionists are right, though they generally put themselves wrong; but, even if they were wrong, they must be more right than Eugenists. We are all of us more right than Eugenists. My own position is that, though animals are of vastly less value than men, they are so close to men in hundreds of human or half-human ways that if men accustom themselves to doing horrible things on a mere speculation, they will do horrible things in their human speculations also. It may be unreasonable to say, "Love me, love my dog." I do not think it is so unreasonable to say, "Pity my dog, or you will lose the habit of pitying me." I do not think any improvement in brain-surgery is worth the danger of that deadly intellectual wound which consists in dividing the brain; in not letting the right lobe know what the left lobe doeth. I think all such separation of the mind into water-tight departments is as inhuman as Art for Art's sake. I doubt if anything that can come close enough to be petted can be so alien as to be vivisected. I say all this to show that I am not unsympathetic with the defeated side of the case, as I am quite the reverse of sympathetic with the victorious side. I do not disapprove of Miss Lind. I do not disapprove of her philosophy. I do not disapprove of her speech. But I do disapprove of her libel action.

For it was an action taken wholly for the purposes of ventilating an ethical view. And a Law Court is neither a convenient place nor a just place for ventilating such a view. The attempt to expound an intellectual crusade under the forms of a libel action is equally unfair to the cause and to the Court. If Dr. Saleeby had said that Miss Lind was a Scandinavian governess expelled from her last place for giving her employer's claret to the cat, I should say that she had grounds for bringing an action. If she had been charged by Dr. Saleeby with feeding a favourite tiger on Swedish schoolgirls when she was a Swedish schoolmistress, I should admit that an action might lie. There are many humanitarian philosophers who would now maintain that a cat has a right to claret, or (what comes much to the same thing in point of sanity) that a man has no right to it. There are, no doubt, many pupils of Zarathustra who would assert that a beautiful striped tiger was of more value than many schoolgirls. But laws are the mature and solid fruit of ancient and admitted ethics; and on these ethics reports such as I have suggested would certainly have caused the lady to be disliked. Nay, if Dr. Saleeby had ever said that the lady had ever blacked a human eye or stolen a single postage stamp for the Cause, I should think that such charges, even though morally creditable, ought to be legally actionable. But poor Dr. Saleeby had never said anything about Miss Lind at all. He had never even said anything about Miss Lind's Cause, except that it was maintained by a campaign of falsehood. Now I am, on this solemn and affecting occasion, reconciled to Dr. Saleeby. I stand shoulder to shoulder with him. I embrace him. I attempt to cover him with my shield; or, what might be more effective, with my body. For really Dr. Saleeby is perfectly reasonable upon that point. If we journalists are not to be allowed to say that the opposite side is invariably conducted with a campaign of falsehood, what is the good of being journalists at all? You have read many newspapers and magazines in your time: did you ever know any opposite side that was not entirely conducted with a campaign of falsehood? This kind of denunciation is absolutely unavoidable, if there is to be any sincerity or spiritual warmth in public controversies at all. The proper reply to such a weapon is to use the same weapon in reply. Miss Lind ought not to have gone to law because Dr. Saleeby said that Anti-Vivisectionists lived on lies. She ought to have told him that Eugenists live on lies.

The question of whether an utterance can be brought under the law or not should have nothing to do with the violence of the language. It should be concerned only with the cogency and concreteness of the fact. A man should certainly be allowed to call the colour of a lady's dress devilish. It is a matter of taste. A man should certainly be permitted to call a historian's theory (let us say) of the economic changes in the sixteenth century a filthy and disgusting theory. It is a matter of opinion. We ought to be able to call a man a beast for being a Bowdleriser. We ought to be free to call a man a devil for being a Theosophist. For it is perfectly plain in such cases that we are not accusing the man of being anything other than he professes to be: we are only expressing our own personal and irresponsible dislike of what he does profess to be. We are not saying anything that could shake his credit among his friends; we are only indicating (as it were, faintly) that he is not likely to be one of ours.



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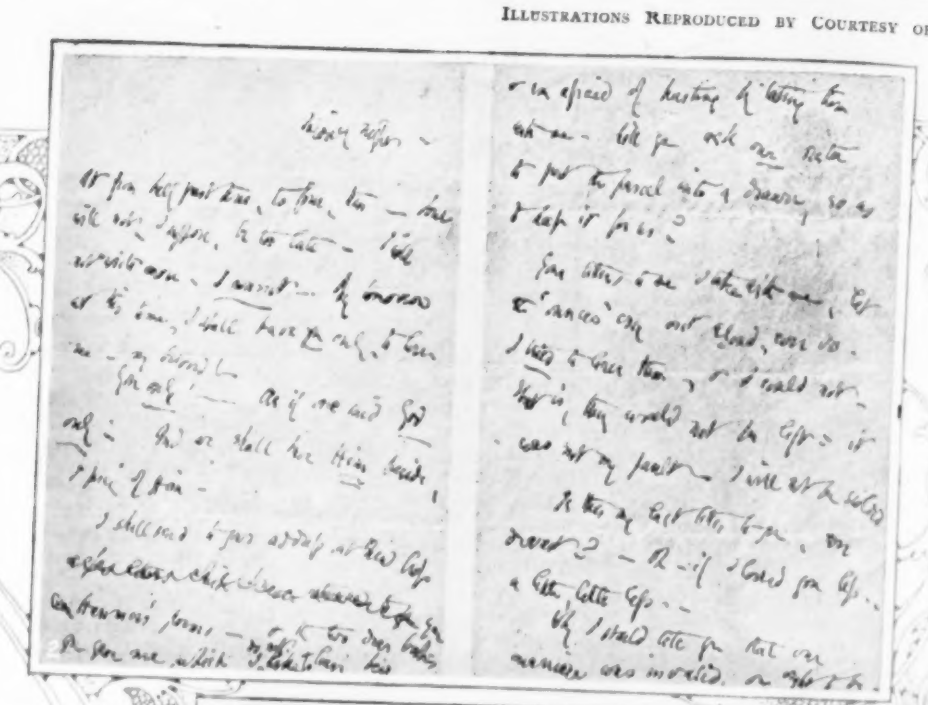
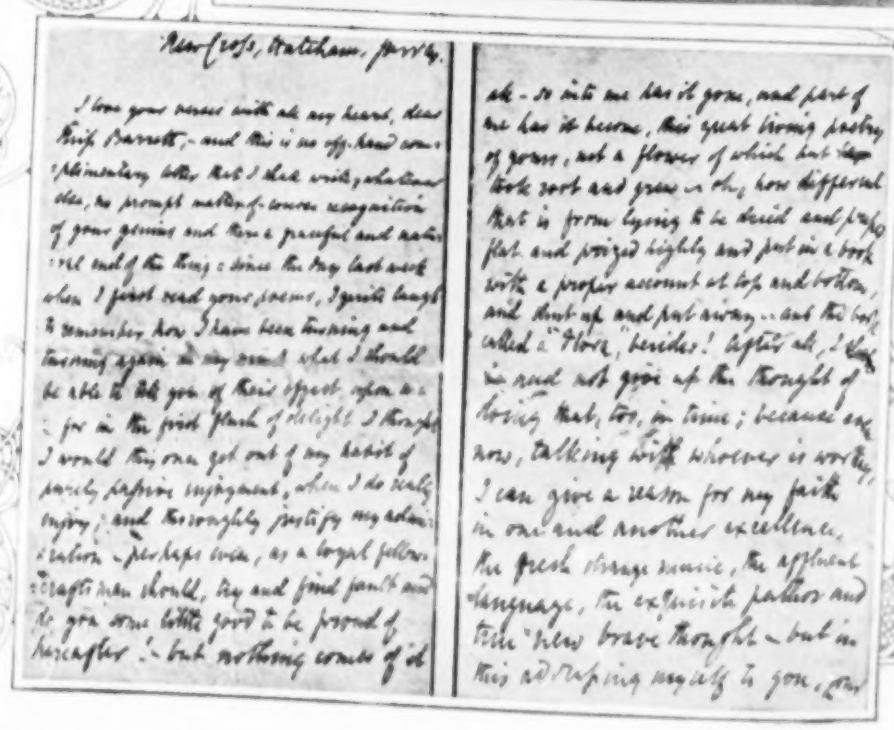
INCLUDING THE FAMOUS 571 LOVE-LETTERS: THE

ILLUSTRATIONS REPRODUCED BY COURTESY OF THE





1. PROBABLY THE EARLIEST DRAWING OF ELIZABETH BARRETT BROWNING EXTANT: PORTRAIT OF MRS. BROWNING AS A CHILD, WALKING INTO THE PORCH AT HOPE END. (PASTEL, IN COLOURS, BY CHARLES HAYTER.)

2. AND 3. ONE OF THE FIVE HUNDRED AND SEVENTY-ONE: ONE OF THE FAMOUS BROWNING LOVE-LETTERS.

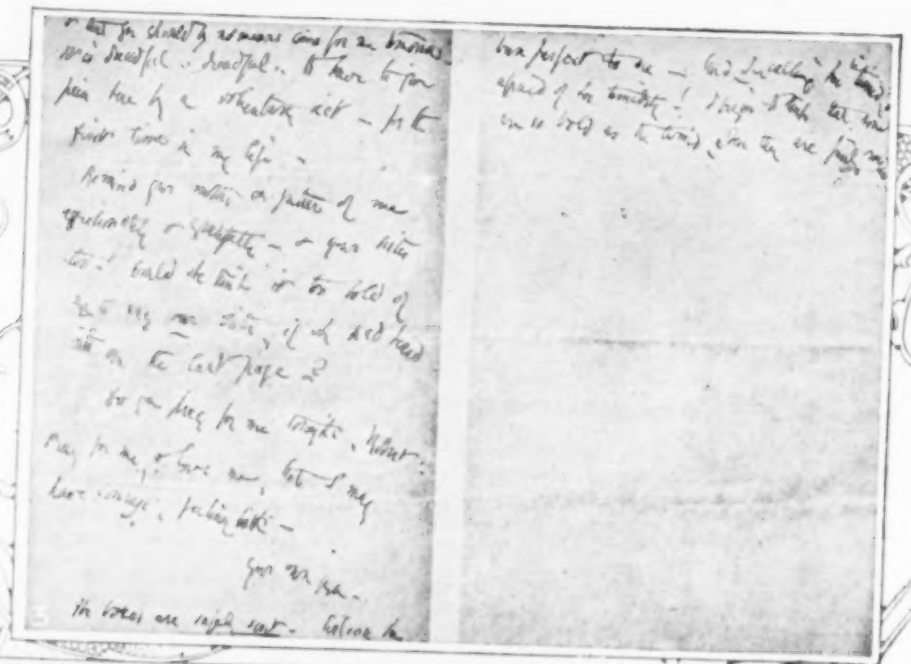
4. WITH THE EXCEPTION OF ONE PHOTOGRAPH, BELIEVED TO BE THE EARLIEST PORTRAIT OF BROWNING EXTANT: A PENCIL DRAWING OF ROBERT BROWNING. (JULY 7, 1837.)

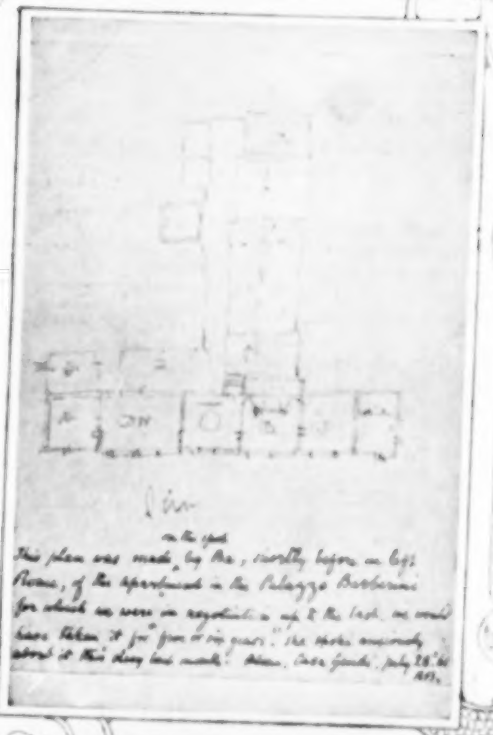
5. DRAWN BY ELIZABETH BARRETT BROWNING AND INSCRIBED BY HER AND BY HER HUSBAND: AN "ILLUSTRATION PASTED ON A FLY-LEAF OF BROWNING'S OWN PRESENTATION-COPY OF HIS WIFE'S "POEMS BEFORE CONGRESS."

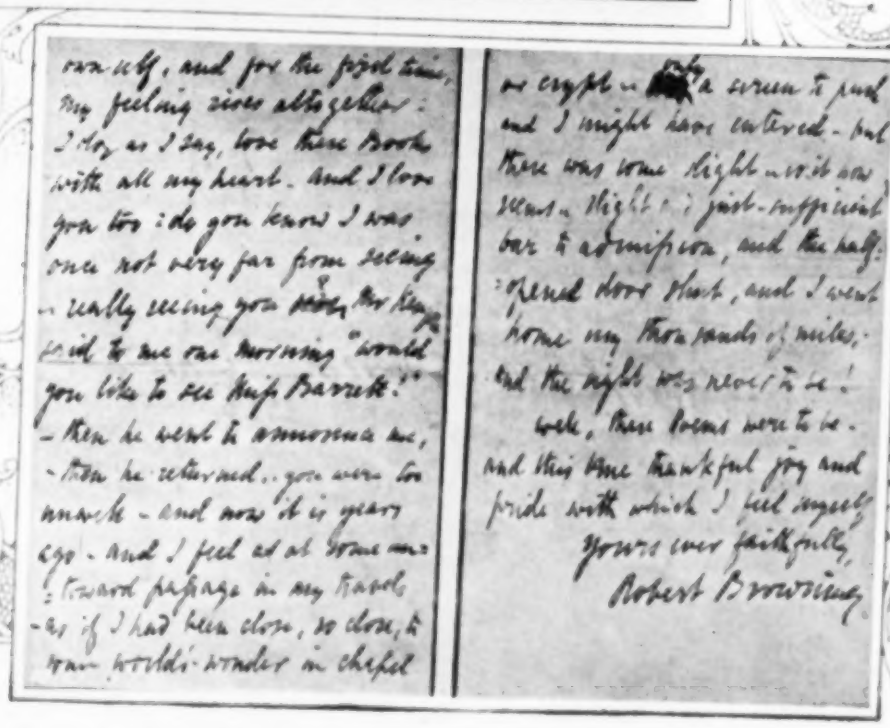
Messrs. Sotheby, Wilkinson, and Hodge arranged to sell the Browning Collections at 13, Wellington Street, Strand, on May 1, 2, 5, 6, 7 and 8. The catalogue is titled "Catalogue of Oil Paintings, Drawings, and Prints; Autograph Letters and Manuscripts; Books; Statuary, Furniture, Tapestries, and Works of Art; the property of R. W. Barrett Browning, Esq. (deceased), of Asolo, Veneto, and La Torre all'Antella, near Florence, Italy (Sold by Order of the Administrators of his Estate), Including many Relics of his Parents, Robert and Elizabeth Barrett Browning." Perhaps the most remarkable of the many interesting lots is No. 166, which includes the whole of the famous love-letters which passed between Robert Browning and Elizabeth Barrett. These are in the original cases—Robert Browning's letters in a collapsible, gold-tooled leather case; Elizabeth Barrett's in a marqueterie box.—The portrait of Elizabeth Barrett Browning, as a child, which is given as the first illustration here, was reproduced as the frontispiece to Volume I. of the collected edition of Mrs. Browning's Poems.—The Browning love-letters number 571; 284 from Robert Browning and 287 from Elizabeth Barrett. Besides being the only love-letters between two great

SALE BY AUCTION OF THE BROWNING COLLECTIONS.

AUCTIONEERS, MESSRS. SOTHEBY, WILKINSON, AND HODGE.







6. SHOWING THE HORSE SAID TO HAVE SUGGESTED THE HORSE IN "CHILDE ROLAND": A TAPESTRY PANEL—HERMES DRIVING THE CATTLE OF APOLLO OFF TO PYLOS AND APOLLO PIPING AMONG HIS HERDS. (FROM CASA GUIDI.)

7. A PENCILLED PLAN AND AN INSCRIPTION BY BROWNING: PASTED ON THE BACK OF THE LAST PAGE OF TEXT OF BROWNING'S COPY OF "POEMS BEFORE CONGRESS."

8. BY GORDIGIANI: PORTRAIT OF ROBERT BROWNING, SEATED, IN BROWN COAT. (1860.)

9 AND 10. ONE OF THE FIVE HUNDRED AND SEVENTY-ONE: ONE OF THE FAMOUS BROWNING LOVE-LETTERS.

11. THE BEST PORTRAIT OF THE POETESS IN HER HUSBAND'S ESTIMATION: ELIZABETH BARRETT BROWNING, BY GORDIGIANI. (1860.)

poets, they are the only love-letters between Browning and his wife, for after their marriage they were never separated a day.—The pencil drawing of Robert Browning shown in the fourth illustration is signed "Amédée de M., 7 juillet, 1837." It is by Count Amédée de Ripert Monclar, a friend of Browning's uncle, William Shergold Browning, who was in the Rothschilds' bank in Paris. The Count became a close friend of the poet, whose first acknowledged poem, "Paracelsus," was dedicated to him.—In illustration 5 is shown a drawing, in pen and ink, by Mrs. Browning with inscriptions by her and by Robert Browning; this is pasted on one of the fly-leaves of the presentation-copy to Browning of the first edition of his wife's "Poems before Congress." Illustration No. 7 is a reproduction of a pencilled plan and note, by Robert Browning, which is pasted on the last page of text of the same volume.—The portraits of Robert Browning and Elizabeth Barrett Browning which are Illustrations 8 and 11 here were painted in 1860 for Mrs. Eckley, an American lady. Mrs. Browning's was pronounced by her husband to be the best portrait of the poetess. The portrait of Browning has been reproduced as frontispiece to "The Letters of Robert Browning and E. B. Barrett," Vol. I.

PORTRAITS AND PERSONAL NOTES.

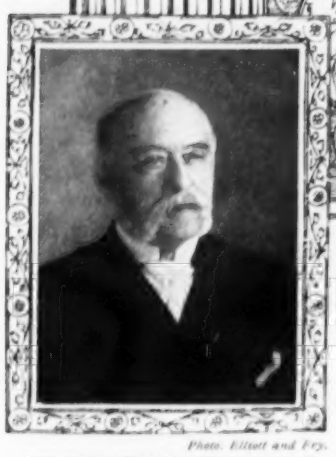


Photo. Elliott and Fry.

THE LATE MAJOR-GENERAL A. T. MOORE, V.C.,

Who Won the Victoria Cross in the Persian Expedition of 1856-7.

MR. GEORGE SMITH, C.M.G., Appointed Governor and Commander-in-Chief of the Nyasaland Protectorate.—[Photo. Elliott and Fry.]

THE LATE MR. C. E. NEWTON-ROBINSON, Founder of the Land Union and of the Epée Club.

Photo. Elliott and Fry.

Photo. Elliott and Fry.

MR. U. F. WINTOUR,

Director of the British Section of the Ghent Exhibition, complimented by the King of the Belgians at the Opening.

TWO distinguished Generals who won the Victoria Cross, both in Asia, have lately died. Major-General Arthur Thomas Moore (then a Lieutenant) gained it at the battle of Khooshab in the Persian Expedition of 1856-7. Charging an infantry square at the head of his regiment, he jumped his horse, which was killed, right over the bayonets of the enemy.

It was on March 17, 1879, during the Afghan War, that the late General Sir Edward Pemberton Leach performed the deed of valour which won him the Victoria Cross. Later, he served in Egypt and at Assuan. From 1905 to 1909 he was Commander-in-Chief in Scotland. He was a son of Sir George A. Leach, who is still living.

Many long aeroplane flights were made by competitors for the Pommery £2000 Cup and £300 prize for the longest flight between sunrise and sunset on any day up to April 30. M. Dancourt flew from Paris to Berlin, and Mr. Hamel from Dover to Cologne. Then, on April 14, M. Gilbert flew from Paris to Vittoria, in Spain, a feat which beat all previous records. A few days later, however, on April 27, M. Guillaux made a flight from Biarritz to the North of Holland, which he estimated as being one of 929 miles, but a beeline from point to point is 780 miles. He went by way of Bordeaux, Villacoublay (near Paris), Chatellerault, and Arch (in Belgium), then across the Zuyder Zee, and finally landed close to the North Sea.

Photo. Topical.

M. GUILLAUX,

The French Airman who flew 780 miles, from Biarritz to Kollum, in Holland.

Lieutenant Rogers Harrison, who was killed by a fall from a great height while flying in a Cody biplane at Aldershot on April 28, was the only son among the eight children of Colonel and Mrs. Augustus Rogers Harrison, of Cheltenham. He was educated at Cheltenham College and Sandhurst, and in 1909 joined the Royal Warwickshire Regiment.

It is not often that a clergyman combines a taste for soldiering with dramatic authorship, as did the late Rev. Freeman Wills, Vicar, since 1871, of St. Agatha, Finsbury. He was Colonel of the 1st Cadet Battalion of the King's Royal Rifles, and he wrote both sermons and plays. The best known of the latter is "The Only Way," founded on "A Tale of Two Cities."

Photo. Illus. Bureau.

THE LATE LIEUTENANT L. C. ROGERS HARRISON,

The Army Airman Killed at Farnborough.

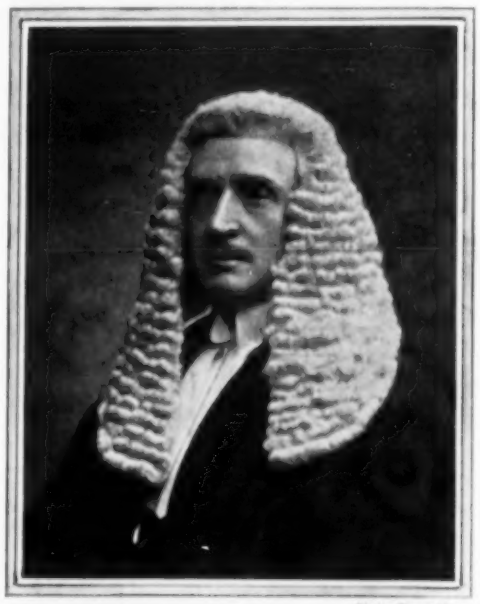


Photo. Chancellor.

MR. J. F. MORIARTY,

Appointed Solicitor-General for Ireland.

Serjeant J. F. Moriarty has been appointed Solicitor-General for Ireland, in succession to Mr. Molony, the new Attorney-General. Mr. Moriarty was educated at Stonyhurst and Trinity College, Dublin. He was called to the Bar in 1877, and since 1908 has been First Serjeant-at-Law in Ireland.

Mr. George Smith, who succeeds Sir William Manning (recently appointed Governor of Jamaica) as Governor and Commander-in-Chief of Nyasaland, has, since 1910, been Colonial Secretary of Mauritius. He began his career in the War Office, in 1878, but the next year turned to diplomatic work, serving for some years in Cyprus, and later in Paphos.

It is unusual to find a poet with a grasp of economic questions, as had the late Mr. Charles Edmund Newton-Robinson, founder of the Land Union. He was also a keen yachtsman and fencer. He once crossed the North Sea in a 10-ton yawl, as described in his "Cruise of the *Widgeon*," and he founded the Epée Club of London.

When he opened the Ghent Exhibition on April 27, the King of the Belgians conversed for some time with Mr. U. F. Wintour, the Director of the British Section, which he promised to visit again later. The British Section was more complete than some others on the opening day, though Mr. Wintour and his assistants had many difficulties in organising it.

Mr. Wilfred Collet succeeds Colonel Sir Eric Swayne, lately retired, as Governor of British Honduras. Since 1905 Mr. Collet has been Colonial Secretary of that colony. Before that he served for eight years in Cyprus, and from 1881 to 1897 he was in Fiji, as secretary to the High Commissioner for the Western Pacific.

Photo. Topical.

M. GILBERT,

The French Airman who flew from Paris to Vittoria, in Spain.

Mr. William Clarke Hall, the new Metropolitan Police Magistrate, was called to the Bar at Gray's Inn in 1889, and became well known as a barrister. For many years he acted for the National Society for the Prevention of Cruelty to Children. In 1897 he published a book entitled "Children of the Record Reign."

Ismail Kemal Bey, who was made head of the Provisional Government of Albania when its independence was declared last December, recently interviewed the French Foreign Minister in Paris, and arrived on April 29 in London. He is reported to have said that Essad Pasha will never be able to keep the throne he has assumed.

Photo. Lafayette.

THE LATE GENERAL SIR EDWARD P. LEACH, V.C.,

Who Won the Victoria Cross in Afghanistan.

Photo. Russell.

THE LATE REV. FREEMAN WILLS,

Vicar of St. Agatha, Finsbury, and Author of "The Only Way."

Photo. Elliott and Fry.

MR. WILFRED COLLET, C.M.G.,

Appointed Governor and Commander-in-Chief of British Honduras.

Photo. Elliott and Fry.

MR. WILLIAM CLARKE HALL,

Appointed a Metropolitan Police Magistrate.

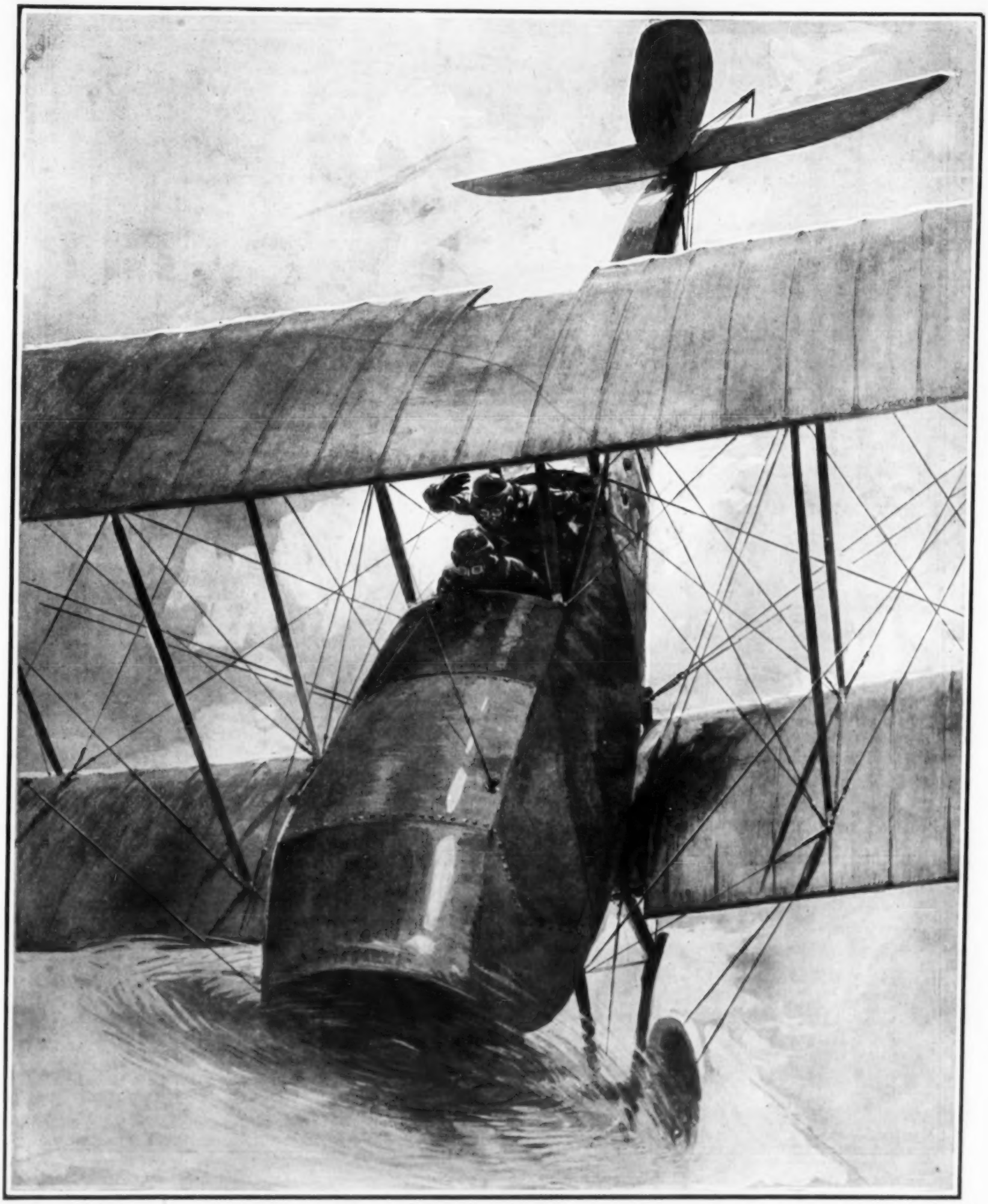
Photo. Sport and General.

ISMAIL KEMAL BEY,

Provisional President of Albania, who recently arrived in London.

IN THE SCHOOL OF DANGER: A MOMENT OF GRAVE RISK.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.

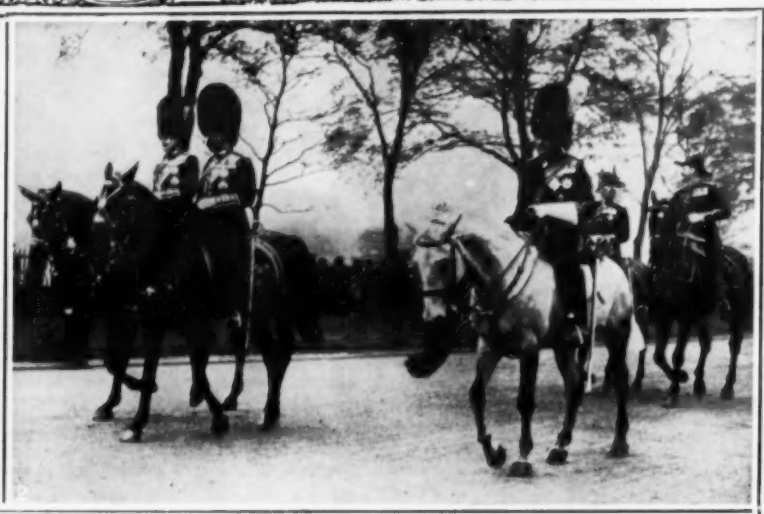


STRIKING HIS PUPIL ON THE TOP OF HIS SAFETY-HELMET TO WARN HIM: A BRITISH MILITARY OFFICER, ACTING AS INSTRUCTOR, INTIMATING TO THE OFFICER LEARNING TO ACT AS PILOT THAT HE IS CAUSING THE AEROPLANE TO MAKE A PERILOUS DIVE.

The dive illustrated has been slightly exaggerated by our artist that the warning signal given by the instructor seated behind the pilot may be shown clearly; but we would again emphasise the fact that the exaggeration for this purpose is but slight: the drawing cannot fail to bring home once more the fact, which should be patent to all, that flying and the teaching of flying call for the taking of grave risks. That so many military and naval men are found to undertake the work is surely a most satisfactory answer to those who are apt to say that the British fighting-man is showing a tendency towards slackness. Such incidents as that illustrated, and such disasters as that which befell Lieutenant L. C. Rogers-Harrison the other day at Farnborough, go to prove that, well knowing the grave dangers he faces every time he flies, the airman does not heed those dangers. The drawing was made at the British Central Flying School at Upavon. The aeroplane shown is Colonel Seely's "best"—the "B.E. 3."

THE BRIGADE OF GUARDS: THE ROYAL REVIEW IN HYDE PARK.

PHOTOGRAPHS BY C.N. AND NEWSPAPER ILLUSTRATIONS.



1. FIELD-MARSHAL THE DUKE OF CONNAUGHT, COLONEL OF THE GRENADIER GUARDS, WITH FIELD-MARSHAL LORD METHUEN, COLONEL OF THE SCOTS GUARDS (ON HIS RIGHT), AND FIELD-MARSHAL LORD ROBERTS, COLONEL OF THE IRISH GUARDS.

2. THE KING, IN THE UNIFORM OF COLONEL-IN-CHIEF OF THE GRENADIER GUARDS, WITH THE DUKE OF CONNAUGHT ON HIS RIGHT AND PRINCE ARTHUR OF CONNAUGHT, IN THE UNIFORM OF THE SCOTS GREYS, ON HIS LEFT.

3. THE MARCH-PAST: SHOWING THE KING AT THE SALUTING-BASE AND THE QUEEN AND PRINCESS MARY IN THEIR CARRIAGE, FROM WHICH THE HORSES WERE REMOVED THAT THE VIEW OF THOSE BEHIND MIGHT BE OBSTRUCTED AS LITTLE AS POSSIBLE.

4. PRINCESS PATRICIA OF CONNAUGHT AND PRINCESS VICTORIA OF SCHLESWIG-HOLSTEIN, DAUGHTER OF PRINCE CHRISTIAN.

5. THE QUEEN (WEARING A COSTUME OF BLUE CLOTH TRIMMED WITH MATERIAL OF THE COLOUR OF THE GUARDS' TUNICS) AND PRINCESS MARY.

The King reviewed the Brigade of Guards in Hyde Park on April 28, and, in addressing Major-General Sir A. E. Codrington, General Officer Commanding the London District, who was in command of the parade, said: "Only twice during the last sixty years have the Brigade of Guards been assembled together on parade, and it has given me the greatest pleasure to inspect to-day the four regiments of my Guards, and to see them led past by their respective Colonels. . . . I do, indeed, feel proud to be Colonel-in-Chief of such a splendid body of men." The Queen, who was present, with Princess Mary, wore a costume of blue cloth with touches of the colour of the Guards' tunics.

BEEHIVE BONNETS IN STRAW: AND THREE-QUARTER-LENGTH WRAPS.

1. OF STRAW; TRIMMED WITH RIBBON; AND WITH A RIBBON AIGRETTE.

2. OF STRAW À PICOTS; WITH A LARGE BOW OF RIBBON AND WITH A ROSE ON THE CROWN.

3. OF STRAW; AND ORNAMENTED WITH A "PLUME" OF RIBBON.

4. A GOWN OF BLACK "PEAU MERVEILLE," WITH A CORSAGE IN WHITE TULLE; AN EVENING GOWN, IN SOFT, WHITE SATIN, TO BE WORN WITH A COAT BODICE IN SATIN BROCHÉ; AND TWO OF THE NEW THREE-QUARTER-LENGTH DRAPED MANTLES, IN SILK BROCHÉ—FROM LEFT TO RIGHT.

Only a few days ago, M. Léon Bakst, who has taken to designing modern dresses, as a sequel to his remarkable creations for the Russian Ballet, said: "We are marching towards the fusion of the masculine and feminine costumes—but, of course, we are not there yet. . . . The new woman—yes, the woman of to-morrow—will be essentially feminine, with new grace of movement. Her costume, as I say, will approach that of man, but it will be subtly differentiated—underlined, so to speak." No doubt M. Bakst is right, although the blending of the masculine and feminine in dress is not yet extraordinarily evident, save, perhaps, with regard to tailor-mades. But woman still retains much femininity in costume, as is aptly proved by such drawings as these, which show some of the latest fashions.

LITERATURE

ANNA COMNENA DICTATING THE "ALEXIAD" TO HER AMANUENSIS.

A RELIC OF ADOWA: A GUN CAPTURED FROM THE ITALIANS USED TO SIGNAL THE APPROACH OF BRITISH VISITORS TO THE ABYSSINIAN CAPITAL.

RICHARD DE BURY, BISHOP OF DURHAM, AMONG HIS COPYISTS & CALLIGRAPHERS.

Illustrations from "To Menelek in a Motor-Car," by Clifford Hallé, with an Introduction by Herbert Weld-Blundell, and Illustrations from Photographs by Bede Bentley—Reproduced by Courtesy of the Publishers, Messrs. Hurst and Blackett.

A Motor-Car in Abyssinia.

In the history of the motor-car there are few more remarkable incidents than the adventure of Mr. Bede Bentley, who, in a spirit of pure sport, conceived the original idea of taking a car to the Emperor Menelek of Abyssinia. This may not, in itself, sound so very surprising, but Mr. Bentley intended to drive the car all the way from the Somali coast, up country, to the Abyssinian capital. Roads are, of course, non-existent, or may be called roads only by courtesy, but Mr. Bentley and his excellent chauffeur, Wells, are men who do not know the meaning of the word fail. The present book gives a most lively account of the difficulties and toils of the journey, which was safely accomplished after wonderful experiences, and the Wolseley-Siddeley car arrived in triumph at Addis-Ababa. The Emperor, before the illness that has now laid him aside, was keenly interested in every sort of mechanical science, of which he had quite an intelligent grasp, and he was ready to give the marvellous new machine a welcome. He had been told that it was a wicked engine designed to lure him to death. It would blow up, his advisers said, if he entered it, or he would be driven over a precipice, the drivers having practised jumping out at the last moment. But Menelek's strong common-sense led him to discount these warnings, and any hesitation he may have felt was overcome by an ingenious ruse. Two Abyssinian Ministers were invited to go for a trial spin. They entered the car reluctantly in the Emperor's presence. At this moment the British Resident bet Mr. Bentley £5 that he would not get Menelek into the car. "Done," said the motorist. It was agreed that the car should be run down to the market-place, two miles distant, and back. The Emperor was to keep time on his huge watch. Also he suggested that, as a proof of having reached the market, Mr. Bentley should bring back a small basket of fruit, which he should purchase at a certain shop at the end of the market. Menelek ordered the streets to be cleared and the run began. It was long since the chauffeur had had a chance. He let the car go, and the wretched officials thought their last hour had come. They made a "pretty Punch and Judy show" when, six minutes later, the car brought them back to the palace. "I see you have frightened my poor Ministers a good deal," laughed Menelek. More dead than alive they crawled away. Thereupon Mr. Bentley suggested that the time had come for his Majesty to show his people that *he* had no fear of the new invention. The argument succeeded, and Menelek, to his huge delight, was taken for a ten-mile spin. His escort fell in, but was soon outdistanced. As the party returned to the capital, the people were wailing pitifully for a lost Emperor. This episode is told with excellent humour by Mr. Clifford Hallé, who acts as historian of the whole adventure. "To Menelek in a Motor-Car" (Hurst and Blackett) is a most entertaining chronicle of the car.

THE ABYSSINIAN COUNTERPART OF THE HIGHWAY BETWEEN LONDON AND WINDSOR: THE ROAD FROM ADDIS-ABABA TO THE SUMMER PALACE.

From "To Menelek in a Motor-Car."

WHERE THE MOTORISTS HAD TO MAKE THEIR OWN ROAD: THE APPROACH TO ADDIS-ABABA SHOWING SOME OF THE ROAD-MAKING DONE BY THE CAR-PARTY.

From "To Menelek in a Motor-Car."

The Passing of Turkish Empire.

"Just before the débâcle of Lule Burgas, the lines of Chatalja were left in charge of two men, whose function was to see that no thief removed doors, shutters, or any other portable trifles from the many Government buildings on the lines." This sentence, which seems to justify in a few words the criticisms levelled against Turkish administration, occurs in Captain B. Granville Baker's book, "The Passing of the Turkish Empire in Europe" (Seeley, Service and Co., Ltd.). The author went to Constantinople on the outbreak of the war, and his book is largely a record of Turkish history and a sustained commentary upon Turkish character. Such essays were more or less inevitable. Every well-read man finding himself in Constantinople in a time of supreme crisis would be safe to hark back to the lengthy page of history that the Turk has written, and some would be certain to commit to paper the thoughts that occurred to them in the course of their reminiscences. It is Captain Baker's misfortune that he lacks the capacity to make the many pages in which he deals with the past quite as attractive as the few in which he discusses events of the last few years and the present day. After the fashion of the really up-to-date writer, he is an unsparing critic of the Turk and of the Young Turkish party; he ignores all the obstacles placed openly or secretly by Russia in the way of Turkish reform and regeneration. "Væ victis!" is writ large over the pages; the remark on the last page—"Now that the Turk is down, it will be noticed how few friends he has"—was surely superfluous. Captain Baker is nowhere more interesting than in his introductory remarks, where he suggests that, following the passing of the Turk from Europe, Slav and Teuton will meet in death-grips, and that the whole tendency of the years is in this direction. He sees the massing of the opposing forces, and has small faith in the grouping of the Powers as a preventive measure. It may be gathered from this brief description that the book is rambling and discursive, but there lies within the covers a certain appeal to the lover of history and to the philosopher. The author supplies his own illustrations, but the criticism which his Holiness Joachim III. (page 90) passed on a sketch of himself is one to which we should be inclined to give an extended application.

BUILT BY THE QUEEN OF ABYSSINIA: AN HOTEL AT ADDIS-ABABA SHOWING THE MOTORISTS AND THE CAR AFTER ITS FIRST WASHING SINCE IT LEFT EUROPE.

From "To Menelek in a Motor-Car."

WHERE THE REPRESENTATIVE OF HIS BRITANNIC MAJESTY IS HOUSED IN THE CAPITAL OF ABYSSINIA: THE BRITISH LEGATION AT ADDIS-ABABA.

From "To Menelek in a Motor-Car."

THE REALM OF A MUCH-OBITUARISED EMPEROR: MENELEK'S COUNTRY.

REPRODUCED (EXCEPT NO. 4) FROM PHOTOGRAPHS ILLUSTRATING "TO MENELEK IN A MOTOR-CAR," BY CLIFFORD HALLÉ, PUBLISHED BY MESSRS. HURST AND BLACKETT.

1. AN EMPEROR WHO PROVED HIS COURAGE BY TAKING A MOTOR-RIDE: MENELEK (IN THE FRONT SEAT) AND THE BRITISH AND RUSSIAN MINISTERS TO ABYSSINIA (AT THE BACK).

2. PRINTING AT A LEPER SETTLEMENT: A HAND-PRESS AT HARRAR, SOUTHERN ABYSSINIA.

3. THE ENTRANCE TO THE WALLED CITY OF HARRAR: THE GOVERNOR'S GATEWAY—WITH MESSRS. WELLS AND BENTLEY IN THE FOREGROUND.

4. A TYPE OF ABYSSINIAN BEAUTY.

5. WHERE THE "MR. LLOYD GEORGE" OF ABYSSINIA HAS HIS OFFICIAL QUARTERS: THE ROOM OF THE FINANCE MINISTER AT THE PALACE, ADDIS-ABABA.

6. AN ABYSSINIAN QUEEN'S HOUSEHOLD: THE ENTRANCE TO HER MAJESTY'S APARTMENTS AT THE PALACE, ADDIS-ABABA.

7. WHERE HE HAS "DIED" MORE THAN ONCE: THE EMPEROR MENELEK'S QUARTERS IN THE PALACE, ADDIS-ABABA.

On this and the facing page we reproduce some photographs illustrating Mr. Clifford Hallé's remarkably interesting and entertaining book, "To Menelek in a Motor-Car," a review of which is also given opposite. The book describes the adventures of Mr. Bede Bentley and his chauffeur, Wells, in a trip through Somaliland and Abyssinia. One of the most amusing episodes (mentioned in our review) is that in which Menelek proved his superior courage by going for a fast ride in his visitor's car, after two of his Ministers had been reduced to a state of abject terror by a similar experience. Menelek has several times been incorrectly reported as dead.

LITERATURE

A Motor-Car in Abyssinia.

In the history of the motor-car there are few more remarkable incidents than the adventure of Mr. Bede Bentley, who, in a spirit of pure sport, conceived the original idea of taking a car to the Emperor Menelek of Abyssinia. This may not, in itself, sound so very surprising, but Mr. Bentley intended to drive the car all the way from the Somali coast, up country, to the Abyssinian capital. Roads are, of course, non-existent, or may be called roads only by courtesy, but Mr. Bentley and his excellent chauffeur, Wells, are men who do not know the meaning of the word fail. The present book gives a most lively account of the difficulties and toils of the journey, which was safely accomplished after wonderful experiences, and the Wolseley-Siddeley car arrived in triumph at Addis-Ababa. The Emperor, before the illness that has now laid him aside, was keenly interested in every sort of mechanical science, of which he had quite an intelligent grasp, and he was ready to give the marvellous new machine a welcome. He had been told that it was a wicked engine designed to lure him to death. It would blow up, his advisers said, if he entered it, or he would be driven over a precipice, the drivers having practised jumping out at the last moment. But Menelek's strong common-sense led him to discount these warnings, and any hesitation he may have felt was overcome by an ingenious ruse. Two Abyssinian Ministers were invited to go for a trial spin. They entered the car reluctantly in the Emperor's presence. At this moment the British Resident bet Mr. Bentley £5 that he would not get Menelek into the car. "Done," said the motorist. It was agreed that the car should be run down to the market-place, two miles distant, and back. The Emperor was to keep time on his huge watch. Also he suggested that, as a proof of having reached the market, Mr. Bentley should bring back a small basket of fruit, which he should purchase at a certain shop at the end of the market. Menelek ordered the streets to be cleared and the run began. It was long since the chauffeur had had a chance. He let the car go, and the wretched officials thought their last hour had come. They made a "pretty Punch and Judy show" when, six minutes later, the car brought them back to the palace. "I see you have frightened my poor Ministers a good deal," laughed Menelek. More dead than alive they crawled away. Thereupon Mr. Bentley suggested that the time had come for his Majesty to show his people that *he* had no fear of the new invention. The argument succeeded, and Menelek, to his huge delight, was taken for a ten-mile spin. His escort fell in, but was soon outdistanced. As the party returned to the capital, the people were wailing pitifully for a lost Emperor. This episode is told with excellent humour by Mr. Clifford Hallé, who acts as historian of the whole adventure. "To Menelek in a Motor-Car" (Hurst and Blackett) is a most entertaining chronicle of the car.

A RELIC OF ADOWA: A GUN CAPTURED FROM THE ITALIANS USED TO SIGNAL THE APPROACH OF BRITISH VISITORS TO THE ABYSSINIAN CAPITAL.

Illustrations from "To Menelek in a Motor-Car," by Clifford Hallé, with an Introduction by Herbert Weld-Blundell, and Illustrations from Photographs by Bede Bentley—Reproduced by Courtesy of the Publishers, Messrs. Hurst and Blackett.

THE ABYSSINIAN COUNTERPART OF THE HIGHWAY BETWEEN LONDON AND WINDSOR: THE ROAD FROM ADDIS-ABABA TO THE SUMMER PALACE.

From "To Menelek in a Motor-Car."

WHERE THE MOTORISTS HAD TO MAKE THEIR OWN ROAD: THE APPROACH TO ADDIS-ABABA SHOWING SOME OF THE ROAD-MAKING DONE BY THE CAR-PARTY.

From "To Menelek in a Motor-Car."

BUILT BY THE QUEEN OF ABYSSINIA: AN HOTEL AT ADDIS-ABABA SHOWING THE MOTORISTS AND THE CAR AFTER ITS FIRST WASHING SINCE IT LEFT EUROPE.

From "To Menelek in a Motor-Car."

The Passing of Turkish Empire.

"Just before the débâcle of Lule Burgas, the lines of Chatalja were left in charge of two men, whose function was to see that no thief removed doors, shutters, or any other portable trifles from the many Government buildings on the lines." This sentence, which seems to justify in a few words the criticisms levelled against Turkish administration, occurs in Captain B. Granville Baker's book, "The Passing of the Turkish Empire in Europe" (Seeley, Service and Co., Ltd.). The author went to Constantinople on the outbreak of the war, and his book is largely a record of Turkish history and a sustained commentary upon Turkish character. Such essays were more or less inevitable. Every well-read man finding himself in Constantinople in a time of supreme crisis would be safe to hark back to the lengthy page of history that the Turk has written, and some would be certain to commit to paper the thoughts that occurred to them in the course of their reminiscences. It is Captain Baker's misfortune that he lacks the capacity to make the many pages in which he deals with the past quite as attractive as the few in which he discusses events of the last few years and the present day. After the fashion of the really up-to-date writer, he is an unsparing critic of the Turk and of the Young Turkish party; he ignores all the obstacles placed openly or secretly by Russia in the way of Turkish reform and regeneration. "Væ victis!" is writ large over the pages; the remark on the last page—"Now that the Turk is down, it will be noticed how few friends he has"—was surely superfluous. Captain Baker is nowhere more interesting than in his introductory remarks, where he suggests that, following the passing of the Turk from Europe, Slav and Teuton will meet in death-grips, and that the whole tendency of the years is in this direction. He sees the massing of the opposing forces, and has small faith in the grouping of the Powers as a preventive measure. It may be gathered from this brief description that the book is rambling and discursive, but there lies within the covers a certain appeal to the lover of history and to the philosopher. The author supplies his own illustrations, but the criticism which his Holiness Joachim III. (page 90) passed on a sketch of himself is one to which we should be inclined to give an extended application.

WHERE THE REPRESENTATIVE OF HIS BRITANNIC MAJESTY IS HOUSED IN THE CAPITAL OF ABYSSINIA: THE BRITISH LEGATION AT ADDIS-ABABA.

From "To Menelek in a Motor-Car."

THE REALM OF A MUCH-OBITUARISED EMPEROR: MENELEK'S COUNTRY.

REPRODUCED (EXCEPT NO. 4) FROM PHOTOGRAPHS ILLUSTRATING "TO MENELEK IN A MOTOR-CAR," BY CLIFFORD HALLÉ, PUBLISHED BY MESSRS. HURST AND BLACKETT.

1. AN EMPEROR WHO PROVED HIS COURAGE BY TAKING A MOTOR RIDE: MENELEK (IN THE FRONT SEAT) AND THE BRITISH AND RUSSIAN MINISTERS TO ABYSSINIA (AT THE BACK).

2. THE ENTRANCE TO THE WALLED CITY OF HARRAR: THE GOVERNOR'S GATEWAY WITH MESSRS. WELLS AND BENTLEY IN THE FOREGROUND.

3. PRINTING AT A LEPER SETTLEMENT: A HAND-PRESS AT HARRAR, SOUTHERN ABYSSINIA.

4. A TYPE OF ABYSSINIAN BEAUTY.

5. WHERE THE "MR. LLOYD GEORGE" OF ABYSSINIA HAS HIS OFFICIAL QUARTERS: THE ROOM OF THE FINANCE MINISTER AT THE PALACE, ADDIS-ABABA.

6. AN ABYSSINIAN QUEEN'S HOUSEHOLD: THE ENTRANCE TO HER MAJESTY'S APARTMENTS AT THE PALACE, ADDIS-ABABA.

7. WHERE HE HAS "DIED" MORE THAN ONCE: THE EMPEROR MENELEK'S QUARTERS IN THE PALACE, ADDIS-ABABA.

On this and the facing page we reproduce some photographs illustrating Mr. Clifford Hallé's remarkably interesting and entertaining book, "To Menelek in a Motor-Car," a review of which is also given opposite. The book describes the adventures of Mr. Bede Bentley and his chauffeur, Wells, in a trip through Somaliland and Abyssinia. One of the most amusing episodes (mentioned in our review) is that in which Menelek proved his superior courage by going for a fast ride in his visitor's car, after two of his Ministers had been reduced to a state of abject terror by a similar experience. Menelek has several times been incorrectly reported as dead.

"THE HORRID BUSINESS OF WAR": THE ISLAND OF THE SICK AND DYING.

Photographs Taken on the Island in the Tundja.

SHOWING "WALLS," MADE OF CLODS OF EARTH, ERECTED BY THE TURKISH PRISONERS THAT THEY MIGHT HAVE A LITTLE SHELTER; AND TREES WITH BARK STRIPPED FROM THEM FOR FUEL AND FOR FOOD: ON THE TUNDJA ISLAND.

THE PITIFUL REMNANT OF THE GARRISON OF ADRIANOPLE HERDED INTO AN ISLAND OF THE TUNDJA: SOME OF THE TURKISH PRISONERS WHO DIED OF FAMINE AND DISEASE, THE BULGARIANS BEING UNABLE TO CARE FOR THEM.

AN UNFORTUNATE INCIDENT: BULGARIAN SOLDIERS TAUNTING A TURKISH PRISONER (THE FIGURE IN THE CENTRE) BEFORE BEATING HIM.

AN UNFORTUNATE INCIDENT: THE TURKISH PRISONER ON THE GROUND AFTER HE HAD BEEN BEATEN BY BULGARIAN SOLDIERS.

HELPLESS AND WITH THE BULGARIANS UNABLE TO TEND, FEED, OR MOVE THEM: DEAD AND DYING TURKISH PRISONERS ON THE ISLAND.

WITH A TRAIN OF PRISONERS BEING MARCHED AWAY, IN THE BACKGROUND: DEAD AND DYING TURKS ON THE ISLAND IN THE TUNDJA.

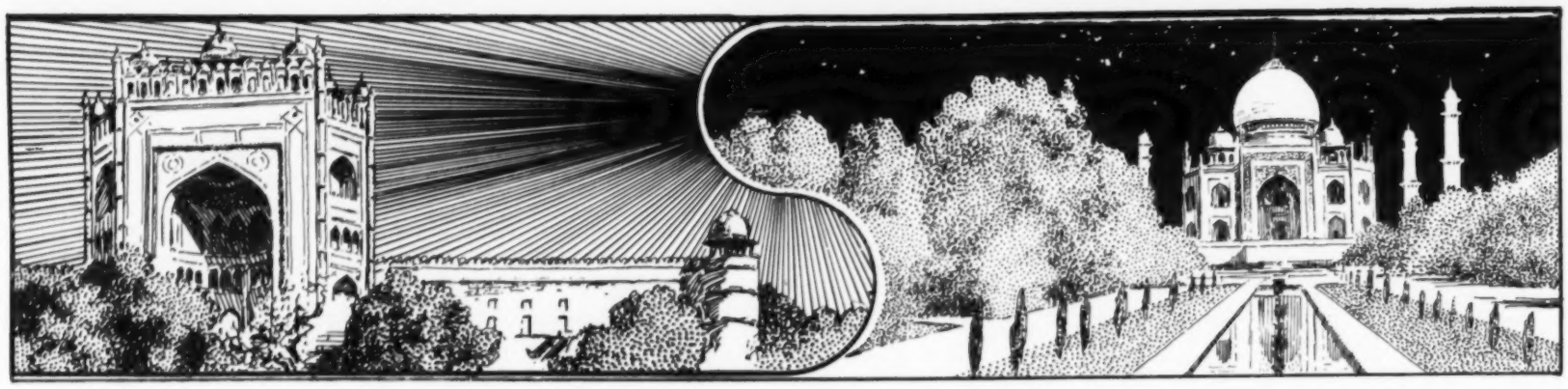
In our issue of April 26 we gave a drawing, by M. Georges Scott, under the titles: "The horrid business of war: the island of the sick and dying. Helpless and with the Bulgarians unable to tend, feed, or move them: the remnant of the garrison of Adrianople herded into an island of the Tundja." A lady who was with the army at the front now sends us the photographs reproduced above, which also illustrate the plight of those Turkish prisoners who had to be left on the island in the Tundja, as the Bulgarians were not in a position to move them or look after them. This, of course, was not Bulgaria's fault; but it would seem that (as is almost inevitable in time of war) a certain amount of cruelty was shown to their country's prisoners by some of the victorious soldiers. The third and fourth photographs on this page demonstrate this. Our correspondent, writing of them, says of the first: "Bulgarian soldiers tormenting a Turkish prisoner (figure in the centre). He was struck about the head and body with a heavy club and large stick until he was beaten to the ground (see Photograph 2); and they then continued to beat him until he was senseless or too badly injured to protest." Of the second she writes: "This is the same man as in the first photograph, after he was beaten to the ground. He can be seen lying at the foot of the tree. This was of necessity taken from a greater distance, as I was forced to retire after an unavailing protest."

FILM-FIGURES APPEARING AS ACTORS ON AN ORDINARY STAGE.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG; FILM BY COURTESY OF THE SCALA THEATRE.

THE PROJECTION OF CINEMATOGRAPH FILMS SO THAT THE PEOPLE OF THE PICTURES ARE SHOWN ON THE STAGE AS LIVING ACTORS; WITH ACTUAL SCENERY AND ACCESSORIES: THE "COOPERS' CHORUS," PRESENTED BY THE KINOPLASTIKON, AT THE SCALA THEATRE.

There are to be seen at the Scala Theatre just now "Living, Talking, Singing Cameo-Pictures," presented by the Kinoplastikon. The figures on cinematograph films are so projected that, shown before ordinary scenery set on a lighted stage, they appear, not as they would on a screen, but in the semblance of living figures moving before stage scenery of the customary kind. The illusion, which is aided by speech and music made to synchronise with the movements of the film-figures, is wonderful, and none interested in such novelties should miss the Scala show. Naturally, the idea is a secret; but we have a shrewd suspicion that the method is, very roughly, as follows. The stage is behind a large sheet of glass. The scenery is set and the accessories are placed on the stage. The films have a dead-black background, which, of course, is not reflected by the glass. Consequently, when the film-pictures are projected on to the glass the figures are reflected from it; but the background disappears, leaving the scenery on the film to be seen through the glass. Our idea is purely a supposition and must not be taken as necessarily accurate: for instance, no glass screen is visible at the Scala. The small illustration in the top left-hand corner shows the stage, with the wine-barrel, before the coopers are projected to appear as though they are upon it. The small inset on the right-hand side shows a picture from a film, with its black background. The coopers are about the wine-barrel; the girl is leaning out of a window.



TWO OF THE FINEST EXAMPLES OF INDIAN ARCHITECTURE: THE BULAND DARWAZAH, OR GATE OF VICTORY, AT FATEHPUR SIKRI; AND (ON THE RIGHT) THE TAJ MAHAL AT AGRA.

VIGNETTES OF EMPIRE.—XIII.

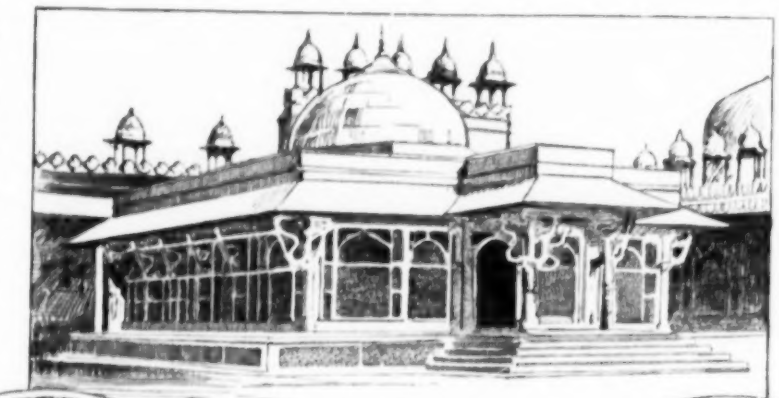
AGRA AND FATEHPUR-SIKRI.

IN Agra the picturesque side of old-world India seemed to peep from every corner. Not far from the hotel there was a row of ancient buildings along one side of the road, with a great arched gateway in the middle of it. At some time a palace, and now a vast warren of poor tenants, this gateway would never let me pass it without my going inside to wander a little about the great quad surrounded by two storeys of buildings. The depth of the gateway itself was about twenty feet, and it had many rooms at the sides and overhead. In the dim half-light of these rooms I would catch sight of a woman grinding a stone mill or some carpenters at work surrounded by a group of naked children. In the quad itself there was always noise and bustle—some quarrel between families—men beating drums—singing from an upper balcony, and always somewhere about a boy flying a kite.

Farther along the road under a cool roof of thatch, supported by whitewashed brick columns, a very old Maulwe, with long yellow beard, sat on the floor on a worn-out quilt, teaching a class of little boys to read and write. They all had wooden boards, with a handle-piece at one end like an old English hornbook, to write upon with reed pens, and in front of the boys were wooden book-rests, on which were books from which they read in a sing-song voice, except one who was eating sugar-cane behind the Maulwe's back. Mice peeped from under a heap of brushwood by the door, and a string of camels passed outside along the road. There, everything seemed to shiver and shake in the dazzle of the sunlight; and beyond the road, through a dip in the wall, you could just make out in the far distance, where everything seemed nearly the same colour as the sky, the great white dome of the Taj Mahal across the bend of the River Jumna.

From the Fort, after you had driven through its great gateway and up along a sloping glacis (which doubled at the top between high rampart walls), and had been through ever so many courts and halls, which are all excellently described in the guide-books, when you came out on to the open space along the wall you got another view of the Taj. That was looking across the wide ditch between the foot of the buildings, the outer rampart and the river. Sixty feet below this wall in the ditch elephant-fights used to be held. The Emperor watched them from the great slab of black marble called Jehangir's Throne.

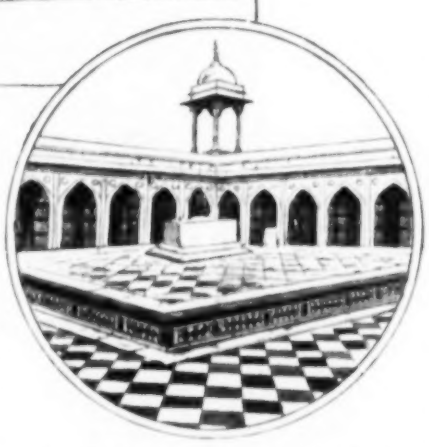
To the right is the Hall of Private Audience, rich with Persian arabesques and flowers of inlaid precious stones; and jutting out from the main line of the wall in sight of the emperor's throne is the lovely Jessamine Bower of white marble, carved into wonderful lace-like lattice-work, through which the chief queen might also watch the combats in the ditch below or the building of the Taj.



THE TOMB OF SALIM CHISTI'S INFANT SON, AND THE TOMB OF A TOOTH.

THE TOMB OF SALIM CHISTI AT FATEHPUR SIKRI.

Salim Chisti, or Sheik Salim, was a holy man of the time of Akbar the Great, and tradition tells that Akbar chose the site of his new capital at Fatehpur Sikri to be near him. Later, the lack of water there led Akbar to return to Agra. Another legend says that Akbar, then childless, consulted Salim Chisti, and that the latter's six-months-old son died of his own accord that a child might be born to Akbar. The tooth buried in the small tomb is that of a man who was killed in battle, and whose wife, unable to recover his body, buried a tooth of his which she had kept.



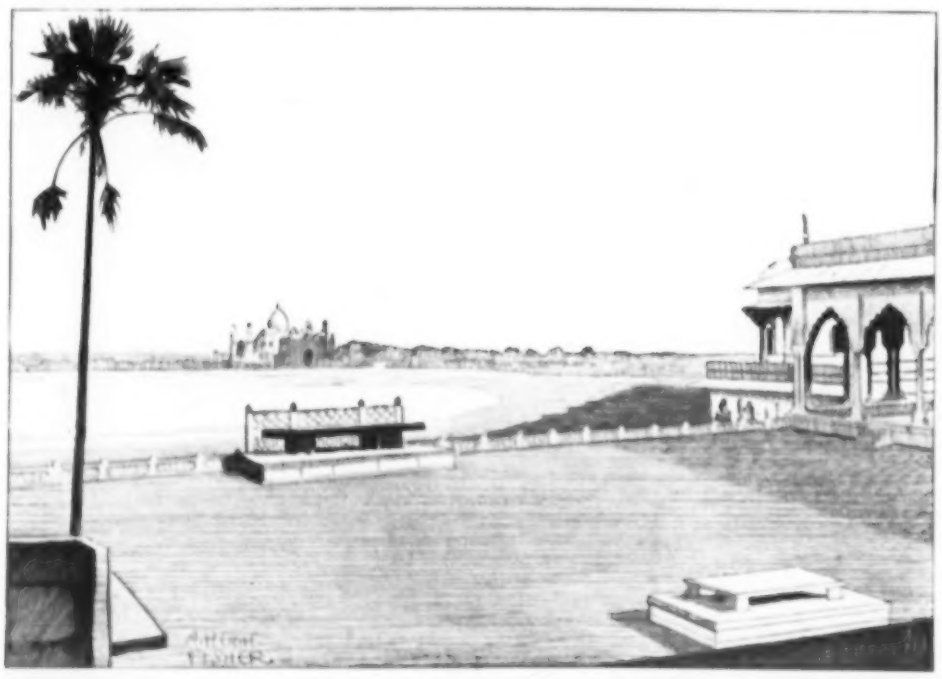
ON THE ROOF OF THE MAUSOLEUM OF AKBAR AT SIKANDRA.

Successive waves of invasion through the North-West Frontier of India have left in that country a series of Mohammedan capitals which abound in monuments of Saracenic architecture, and the local types already existing gave a very varied nature to the style of these invading dynasties. Babar, the sixth descendant of Timor the Tartar, ended his career of conquest by dying at Agra; and it was his grandson Akbar the Great, contemporary of Philip II. and of Queen Elizabeth, who was the true founder of the Mogul Empire. From father to son the throne came down—to Jehangir—to Shah Jehan, less great than Akbar, but the most magnificent of the dynasty—to Aurangzeb, who anticipated his inheritance by imprisoning his father for seven years before his death; and of the various constructions comprised within the vast precincts of the Fort of Agra the most beautiful are those erected under Shah Jehan, the builder of the Taj, a little over a mile away. His was the Jessamine Bower, and his the Pearl Mosque, which I had longed to see ever since Verestchagin's painting of it was shown years ago at the Grosvenor Gallery. This "Moti Masjid" stands on one side of a square courtyard where three steps lead to its great floor divided by inlaid lines of black marble into 570 praying divisions, or "Musallas," for men. A marble screen at each end of the mosque shuts off a chamber for ladies to pray in. A hundred miles was all this marble carried from the quarries by camels. Outside, all quivers in a haze of heat, but within the pervasive calm of the marble is cool and restful.

It is said that Saracene architecture hardly ranks among those other great styles which have been evolved on constructive principles, since it is from the side of surface decoration that it is specially impressive, but when we come to such a building as the Taj Mahal, its proportions and its contours, quite apart from the sumptuous adornment of its surfaces, challenge this statement; and make us admit that the architects of the Mogul emperors, though they carved like jewellers, also designed like Titans.

At Fatehpur Sikri, twelve miles from Agra, the magnificent Gate of Victory, the Buland Darwazah, in the south wall of the mosque, is one of the grandest portals in the world, and, owing to the complete abandonment through lack of any good water supply, the series of red sandstone buildings, in remarkable preservation, give opportunity of studying a royal city built entirely by Akbar without any additions of later ages. One very interesting architectural feature is the central-bracketted column in the small private audience-hall. Upon the great capital of this, according to tradition, was Akbar's seat while conferring with his chief ministers, who occupied the ends of the four causeways that branch from it.

A. HUGH FISHER.



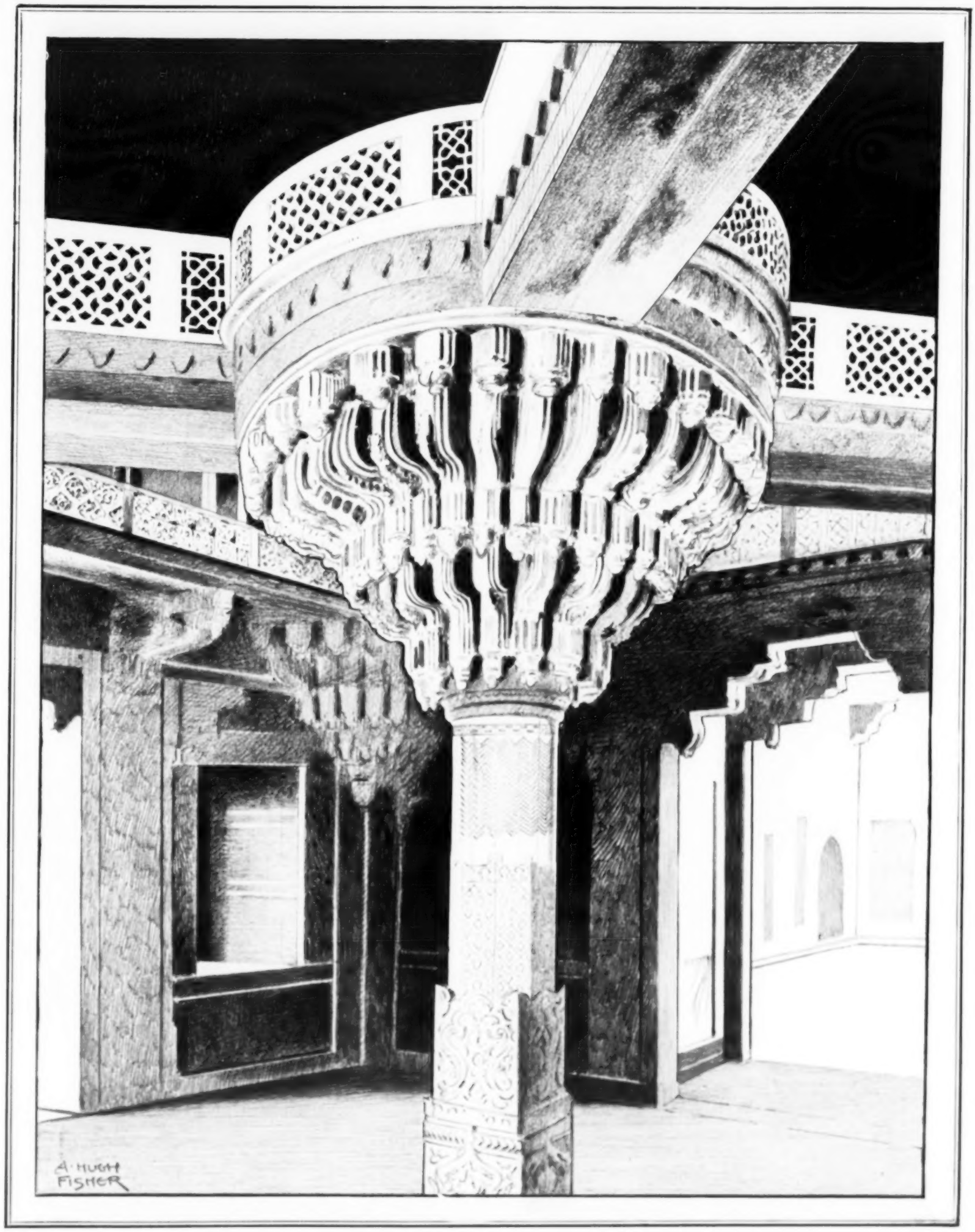
WHERE THE MOGUL EMPERORS SAT TO WATCH ELEPHANT-FIGHTS: JEHANGIR'S SEAT IN THE FORT AT AGRA.

In the drawing may be seen the black throne of Jehangir and the white "seat of the jester." On the right is the Hall of Private Audience and the Jessamine Bower; in the distance the Taj Mahal across the Jumna.

DRAWINGS BY A. HUGH FISHER.

AN EMPEROR'S AUDIENCE-SEAT ON A PILLAR: AKBAR'S COUNCIL-CHAMBER.

DRAWN BY A. HUGH FISHER.



IN A ROYAL PALACE BUILT BY THE FOUNDER OF THE MOGUL EMPIRE, AND PRACTICALLY UNCHANGED: THE DIWAN-I-KHAS, OR COUNCIL-CHAMBER, AT FATEHPUR SIKRI.

"Akbar the Great" (we quote Mr. Hugh Fisher's article), "contemporary of Philip II. and of Queen Elizabeth, was the true founder of the Mogul Empire. . . . At Fatehpur Sikri, twelve miles from Agra . . . the series of red sandstone buildings, in remarkable preservation, give opportunity of studying a royal city built entirely by Akbar without any additions of later ages." The drawing shows the Diwan-i-Khas, Akbar's Council-chamber, and its central pillar, crowned with an immense corbelled capital, in the centre of which, tradition says, the Emperor used to sit, while his four Ministers each occupied the end of one of the four trellised causeways radiating from the capital. Akbar the Great, it may be recalled, lived from 1542 to 1605, and conquered Hindustan. He substituted religious toleration for fanatical Mohammedanism and forbade slavery.

SCIENCE & NATURAL HISTORY

JEERING AT BURGERS TRESPASSING ON THEIR GROUND: STUDENTS OUT OF SCHOOL (16TH CENTURY).

UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.

LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL: STUDENTS IN SCHOOL (13TH CENTURY).

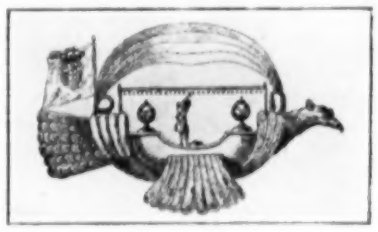
SCIENCE JOTTINGS.

LIFE ON DISTANT WORLDS.

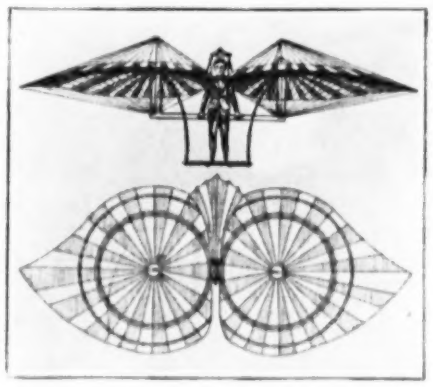
THE possibility of the heavenly bodies being inhabited by living beings resembling ourselves, was a question that much exercised the learned in the last century, and has been revived lately by the veteran biologist Sir Alfred Wallace, and by the eminent astronomer Mr. Walter Maunder. Like all scientific problems of wide scope, it has always had its metaphysical side, and even in the latest utterances on the subject, the religious prepossessions of those who have discussed it have been a good deal in evidence. Mr. Maunder, who has just published a very readable little book dealing with the point, is of opinion that neither the Sun nor the Moon, nor any of the planetary bodies save our Earth and possibly one other, can be inhabited, because they are all either too hot or too cold to support life. Thus the Sun has, by direct observation, a temperature of over 5000 deg. C.; while the Moon, owing to its absence of atmosphere, must at night be at about the temperature of liquid air. Of the planets nearer the Sun than ourselves, Mercury always turns the same face towards the centre of our system, and that side of it must, therefore, be hotter than anything of which we have any experience; while the other side must be not only in perpetual darkness, but exposed to great cold. Mars, thanks to various causes, must everywhere have a temperature below 0 deg. C., while the more distant planets—Jupiter, Saturn, Uranus, and Neptune—if they depended on the Sun's heat alone, would be frozen through and through. As it is, the internal heat due to their vast bulk compared with our own earth has kept them in the nearly incandescent condition of "semi-Suns," and, according to Mr. Maunder, has probably prevented them from having any solid nucleus at all. As protoplasm, the universal constituent of all living matter, can only retain its qualities at temperatures between 0 deg. C. and 100 deg. C., it follows that no life in the form known to us can exist on any of these spheres. There remains Venus, which should have a mean temperature of 69 deg. C., and an equatorial one of 95 deg. C., so that, if the difference in pressure is considered, water should boil at its equator. This, however, would lead to its upper atmosphere consisting largely of clouds of steam, and these would in turn cut off a great quantity of the Sun's heat. It is probable, however, that Venus, like Mercury, always presents the same face to the Sun; but as this has not yet been fully observed, Mr. Maunder reserves judgment as to her possible habitability. But, save for this, he does not see how life can exist on any of the planets but ours. Had he made this pronouncement *Papaliter*, his authority on such matters is deservedly so great that many of us might have been inclined to accept it without question. But as he has rightly preferred to disregard the advice once offered by a learned judge, and to give reasons for his conclusion, it must needs be said that these seem hardly without flaw. It is, doubtless, the case that our terrestrial protoplasm could not exist at the temperatures which he assigns to the Sun, Moon, and planets; but protoplasm is an extraordinarily complex substance, and we are hardly justified in concluding that its constitution must everywhere be the same. As we know it, it consists of carbon, hydrogen, nitrogen, and oxygen, with a trace of sulphur and, perhaps, of phosphorus. But these, like all the so-called "elements," bear numerical relations to each other which have not yet been fully explored, and there is much reason for thinking that they may all have proceeded, at some long-distant period, from some sort of primitive matter, protyle, or "ur-stoff." Moreover, there are at least a few elements perceptible by the spectroscope in the heavenly bodies, such as nebulium and coronium, which have, so far, no known counterparts on earth. It is conceivable, then, that out of such unknown materials, there might be built up under other than terrestrial conditions, a protoplasm that, although differing from ours, would answer all the purpose of a chemical basis of life.

Moreover, if we conclude that none of the planets but ours is fit for habitation, we do but push the question a little further back. The centre of our system is what a witty Frenchman once described as the 7,344,746th yellow sun, and although it may not occupy such an insignificant place in the sky as this imposing figure would imply, it is plain that there are among the stars a great number of other suns all surrounded by planets, some of which may be in a condition as well fitted as our earth for the maintenance of life. Hence, however, flattering to our vanity the geocentric and anthropocentric ideas of the learned men above quoted may be, we must not lose sight of the fact that there is another side to the picture.

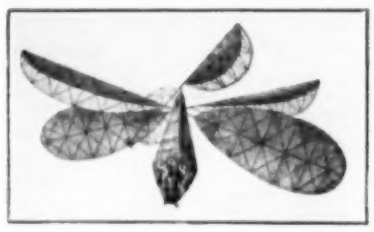
F. L.



1709: LAURENT DE GUSMAN'S AERIAL BOAT.



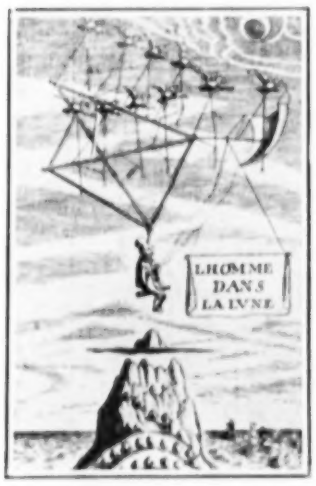
1807: DEGEN'S PLAN FOR A FLYING-MACHINE (VIENNA).



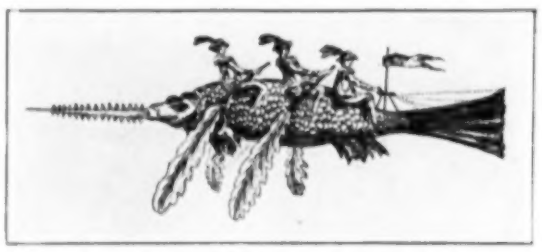
1780: BLANCHARD'S SCHEME FOR A FLYING-SHIP.

Laurent de Gusman's scheme was that his flying-boat should be held in the air by a sail, wings, and a rudder. The project seems to have been popular, judging by the numerous contemporary illustrations of it. Before he became an ardent disciple of Montgolfier, Blanchard had dreams of a flying-machine worked by rotating paddles.

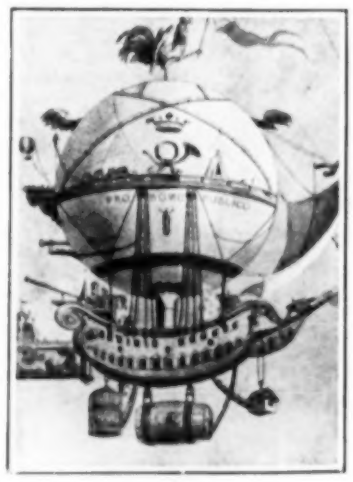
MAN'S CONQUEST OF THE AIR: EARLY PLANS FOR FLYING.



1648: THE MAN IN THE MOON BORNE ALOFT IN A GOOSE-CARRIAGE (FROM A NOVEL BY GOODWIN).

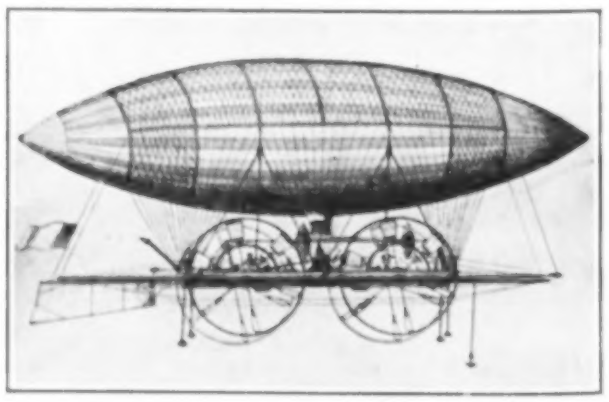


1784: PATINHO'S FLYING-FISH—CONSTRUCTED AT PLAZENTIA, SPAIN, AND CALLED A DIRIGIBLE.



THE END OF THE EIGHTEENTH CENTURY: AN IMPOSSIBLE AIR-SHIP—FITTED WITH A GUN AND OTHER "WONDERS."

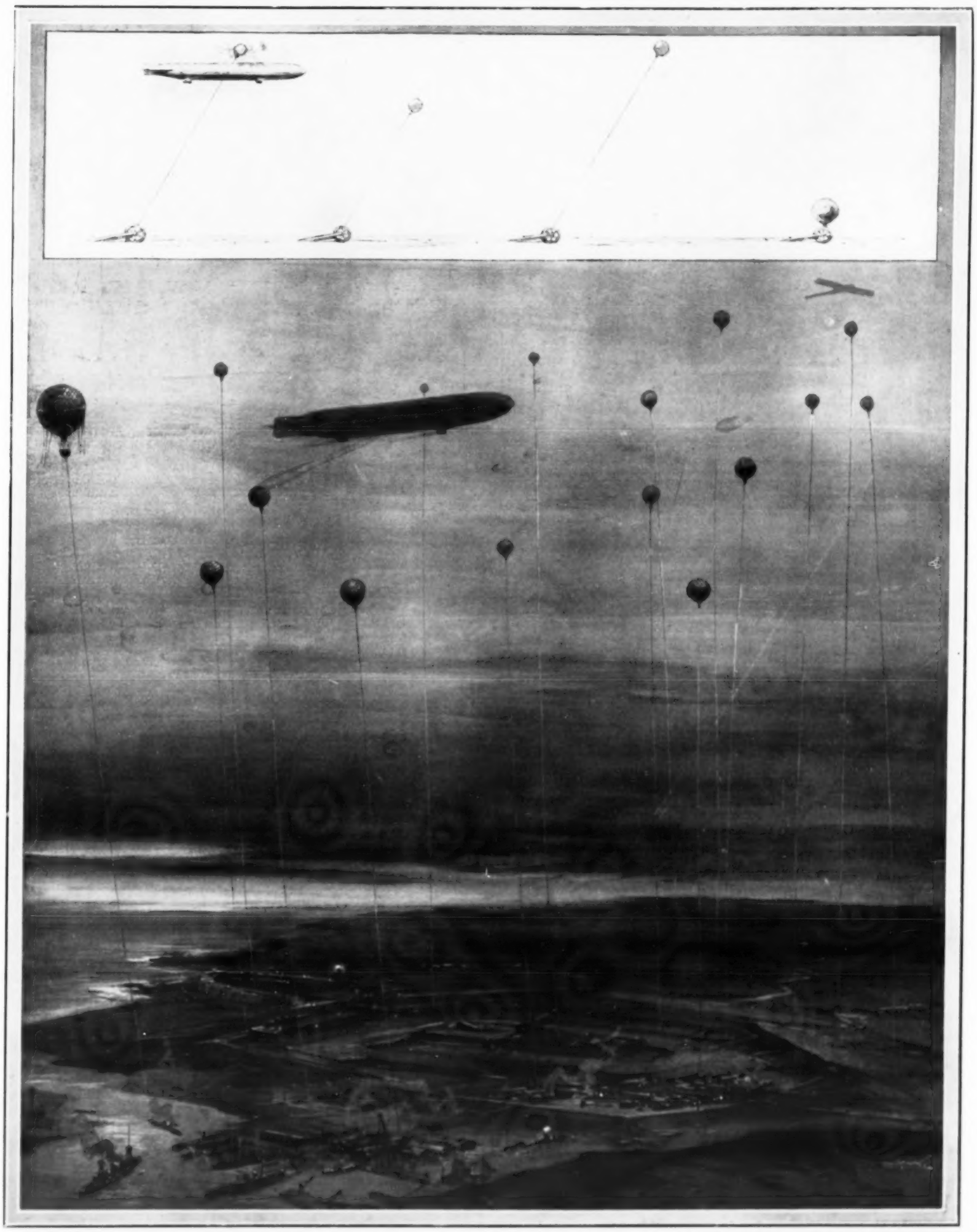
1784: THE FIRST BALLOON OF ELONGATED FORM AT ST. CLOUD.



AN EARLY DIRIGIBLE: ERNEST BAZIN'S NAVIGABLE BALLOON.

MINING THE AIR AGAINST DIRIGIBLES: GUARDING IMPORTANT POSITIONS.

DRAWN BY H. W. KOEKKOEK FROM ENGINEER-COMMANDER GEORGE T. SIMMONS'S PLANS.



MINE-BALLOONS, HELD CAPTIVE BY CABLES AND EXPLODED BY MEN IN CHARGE OF THEIR CARRIAGES, SET IN THE AIR TO BE BLOWN-UP NEAR THE DIRIGIBLES OF ANY ENEMY: A PLAN FOR DEFENCE AGAINST AIR-SHIPS.

The drawings given above illustrate an idea of Engineer-Commander George T. Simmons (R.N.; retired), who writes to us: "I enclose a plan of mine for the protection of important positions, which, by international law, are the only places to be attacked or destroyed in time of war. The lower area being protected by vertical gun-fire, it only becomes necessary to mine the part above as far as is practicable. This I propose doing by mine-balloons. At each spot where an attack from overhead might be expected, a number of air-mines, or small captive-balloons, would be kept. Each of these would be attached to a cable fitted on a drum and connected with a suitable wheeled carriage. On the carriage would be fitted a small electric device, connected with the cable and so with a highly explosive charge in the balloon. The air-mine would be allowed to ascend to the desired height, and sent up higher or drawn lower as required. In the event of an air-ship approaching the position thus mined, the mine-balloon nearest to it would be exploded by the man in charge of its carriage." On the left of the larger drawing is a captive observation-balloon.

ART, MUSIC AND THE DRAMA

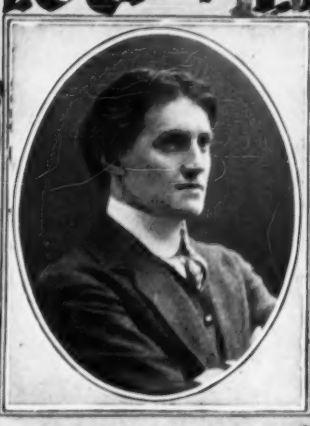


Photo. Ellis and Walery.
ILAM CARVE IN "THE GREAT ADVENTURE," AT THE KINGSWAY: MR. HENRY AINLEY.

The first professional actress in England named Margaret Hughes or Ann Marshall—

appeared as Desdemona in Killegrew's company at the Oldcockpit Theatre in Drury Lane about 1660

Photo. Foulsham and Banfield.
JANET CANNOT IN "THE GREAT ADVENTURE," AT THE KINGSWAY: MISS WISH WYNNE.

MUSIC.

THE success of Nikisch was the general topic of conversation in musical circles last week. It came as a surprise to people who have forgotten or have never known how closely Nikisch has been associated with Wagner's music for five-and-thirty years. As chorus-master at the Leipzig Opera House in 1878, he helped to direct rehearsals of the "Ring" operas, and his knowledge of the scores was second only to that of Richter himself. More than thirty years ago he was directing performances of the "Ring" Cycle in Germany; his intimate study and profound admiration of Wagner's music have been displayed in many an opera-house and concert-room since. But in spite of this, many people were saying to themselves, "What shall the man do that cometh after the King?"—in other words, how would Nikisch fill Richter's place? A considerable achievement was expected, but the results appear to have exceeded the expectations. It is not too much to say that many of the most beautiful passages in the opera have never received a more poetic interpretation, and the singers have been treated with the utmost consideration. In short, London is delighted, and the three cycles of the "Ring" operas will not exhaust the welcome that Covent Garden's patrons are prepared to offer.

Wolfram von Waltershausen's "Oberst Chabert" has hardly realised the expectations of those who care more for the vocal side of an opera than for the drama it unfolds. The composer's libretto is distinctly fine, closely wrought, and always interesting; it would make an admirable little play with the music left out. But if we except the charmingly irrelevant quintet in the second act, a solitary duet, and Chabert's soliloquy in the third act, there is little in the score to charm the ear, although there is much that tells of a wonderful command of the orchestra. Like too many modern composers, Von Waltershausen is not greatly concerned with the human voice: at times he writes ungratefully for it; while, to illustrate the action, he indulges in many recondite and discordant phrases which seem to lie rather outside the scope of grand opera. He is a young man, and some of the more powerful personalities of his own day and the day immediately preceding it have stood in the way of the expression of his own individuality. His Colonel Chabert becomes a striking figure, and enabled Herr Rudolf Hofbauer to score a pronounced success; but Fräulein Perard Petzl was not always happy with the music of her part, nor did the composer appear to have treated it very sympathetically. There were moments when the singer's task appeared impossible. It would seem as though the ideals of the very modern German composer are not precisely those that appeal strongly to an English audience.

SEEKING HIS MODELS: HERR WILHELM KUHNERT WITH A DEAD ELAND.
By Courtesy of the Fine Art Society.

The Professional Musicians' Début Society, a new organisation which enjoys the support of some distinguished artists, gave its first concert last week at the Æolian Hall. There were many young singers and players who are hoping to enjoy the support of the public in the near future, and if there was none who can claim the right of an immediate appeal, something may be allowed for nervousness. Miss Evelyn Mardon (composer of the songs she sang) and Miss Hilda King (a young harpist) were among the best of those who appeared on Friday last; among nearly a dozen others there was no outstanding talent of the kind that is demanded in these days of a high professional standard.

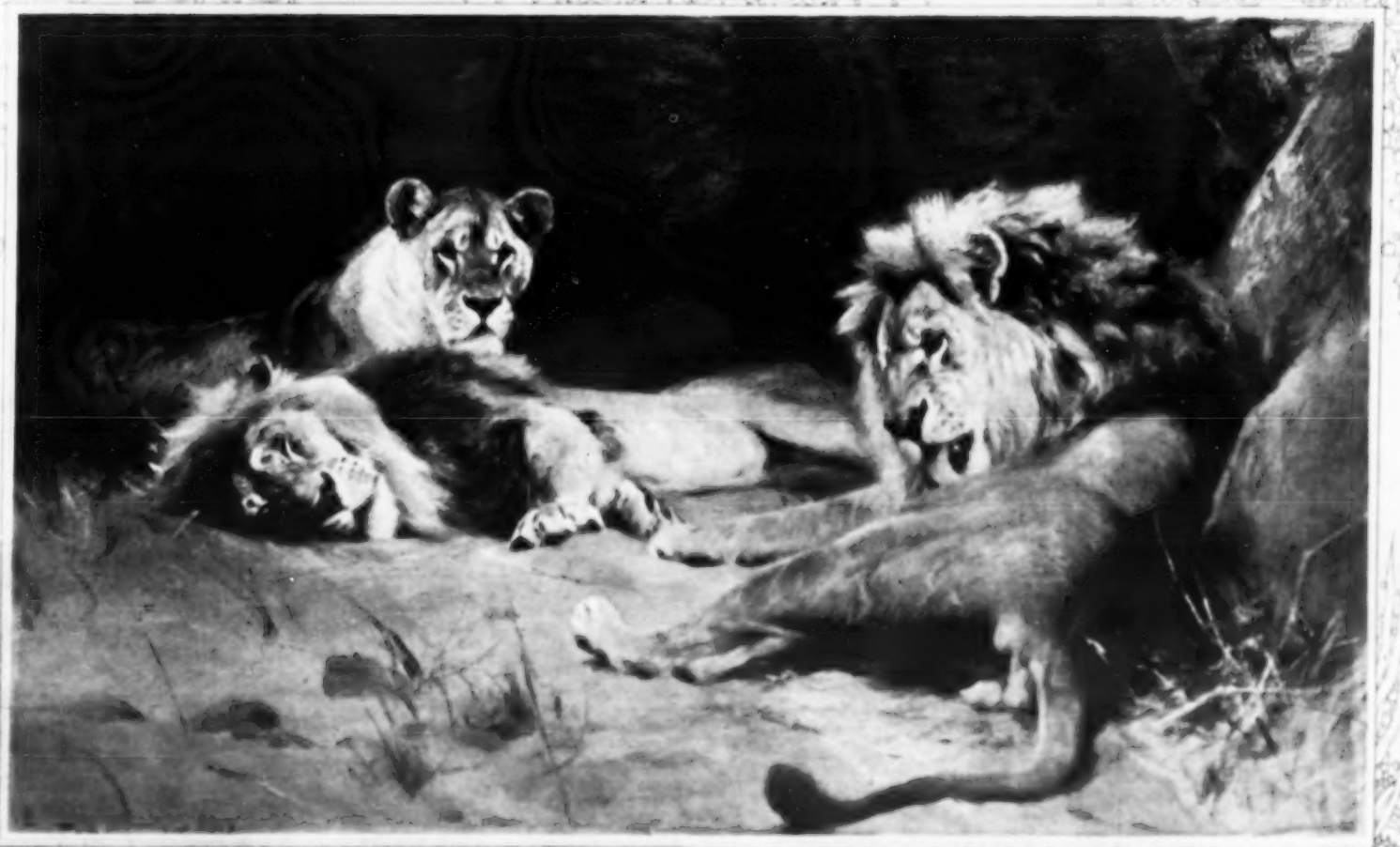
Mr. Landon Ronald's Tchaikovski concerts have become one of the attractions of Queen's Hall. The "extra concert" given by Mr. Ronald and the New Symphony Orchestra on Saturday last attracted a large gathering, and was received with enthusiasm. The New Symphony Concerts, now at an end, will be resumed early in the autumn.

Those who were not able to find a place at Bechstein's last Saturday afternoon to hear Lamond will doubtless endeavour to attend his second recital, announced for this afternoon (May 3). When Lamond plays Beethoven, criticism has no work to do, unless it seeks refuge in "the noble pleasure of praising." And even to praise Lamond seems a little superfluous nowadays: the fact that Bechstein's was not large enough to hold those who wished to hear him is significant of the esteem in which he is held.

SKETCHING A DEAD ELEPHANT AFTER SHOOTING IT: HERR WILHELM KUHNERT, THE FAMOUS GERMAN ANIMAL PAINTER, AT WORK.
By Courtesy of the Fine Art Society. (See Reproductions of Herr Wilhelm Kuhnert's work in this issue.)

THE DOMESTICITY OF THE KING OF BEASTS: KUHNERT PAINTINGS.

From the Paintings now on Exhibition at the Fine Art Society's. Reproduced by Courtesy of the Artist and the Society.



1. "A LIONESS AND CUBS." 2. "LIONS RESTING."

Herr Wilhelm Kuhnert, the famous painter of animals, was born on September 28, 1865. He studied at the Berlin Academy. The exhibition of a number of his pictures of big game in Africa and elsewhere is certain to attract many to 148, New Bond Street.

WITHIN THE CHARMED CIRCLE: WORKS OF THE ARTIST

BY A GREAT PAINTER OF ANIMALS.

1. "ELEPHANTS IN A SWAMP." 2. "RHINOCERI."

Of Herr Kuhnert and his work, it has been said: "Kuhnert has, as it were, got inside the very skin of African life, and draws you insensibly within the charm you know he has been through the mill himself, and studies with humility." The pictures given on this double-page and on

Reproduced by Courtesy of the Ar

WHO HAS "GOT INSIDE THE VERY SKIN OF ANIMAL LIFE."

PICTURES BY WILHELM KUHNERT.

3. "A SOLITARY BUFFALO." 4. "GIRAFFES."

circle. To the big-game hunter—I mean the man who loves to observe in preference to the man who only shoots—his views of wild life are complete, because other pages in this issue are from the original paintings now on exhibition at the Fine Art Society's, 148, New Bond Street, W.

AND OF THE FINE ART SOCIETY

BEASTS IN THEIR OWN HOMES, NOT CAGED: KUHNERT PAINTINGS.

From the Paintings now on Exhibition at the Fine Art Society's. Reproduced by Courtesy of the Artist and the Society.

1. "THE SUN'S LAST RAYS: MANCHURIAN TIGER IN SNOW."

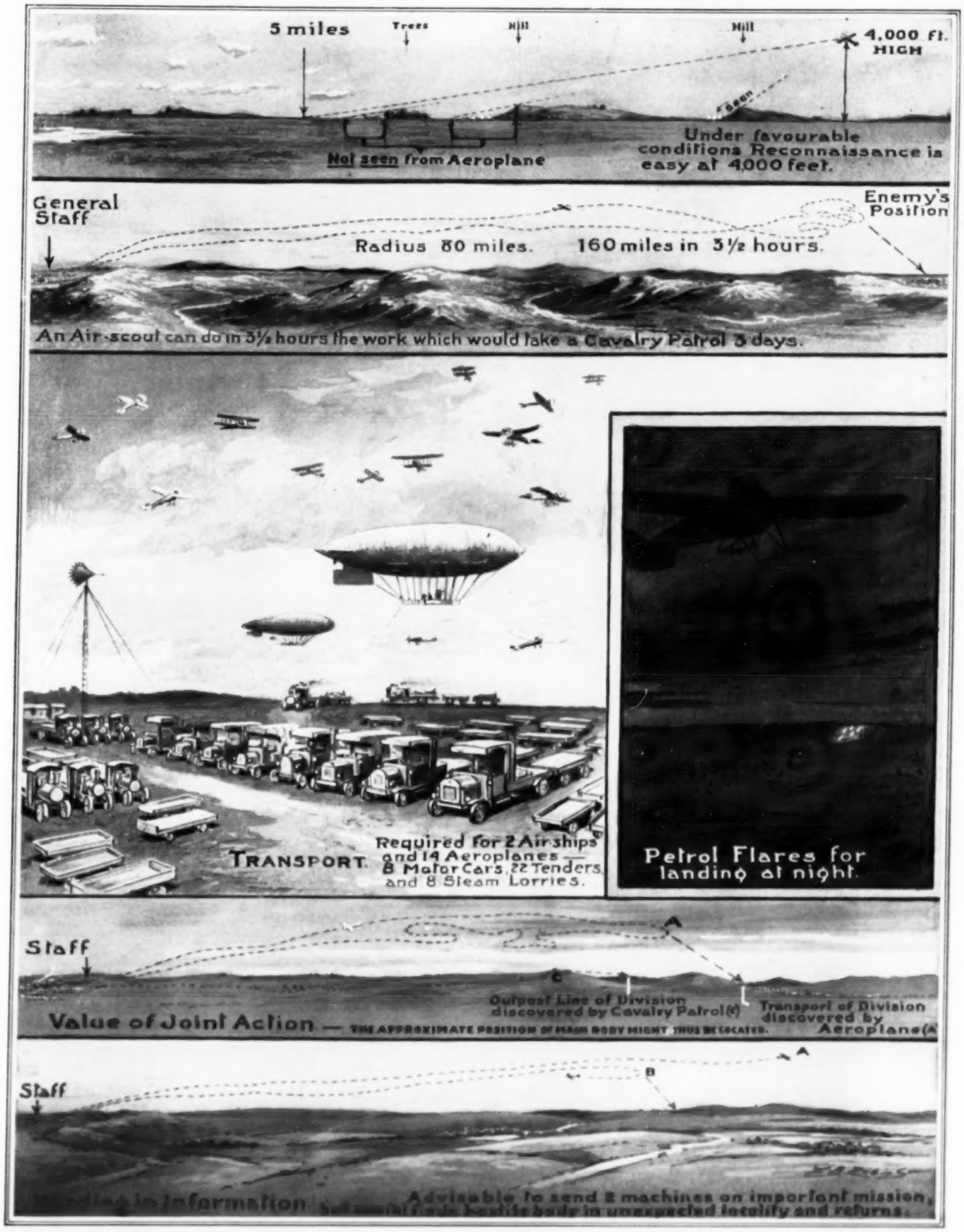
2. "IN THE RAVINE: TIGERS."

3. "ELEPHANTS ON THE MOVE."

It has been said of Herr Wilhelm Kuhnert (by Mr. J. G. Millais): "Germany has given us some great artists . . . men who, with thorough technical and anatomical knowledge, have yet added to their genius by going afield and studying the various beasts in their own homes. They have surpassed other artists because they have not been content with caged creatures, but have mastered that great essential, local atmosphere, as well. At the present moment there is no finer exponent of African mammals than Wilhelm Kuhnert." The illustrations we reproduce are from paintings now on exhibition at the Fine Art Society's galleries in New Bond Street.

TO MODIFY, NOT REVOLUTIONISE, WAR: RECONNAISSANCE BY AIR-CRAFT.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON; THE FIRST ILLUSTRATION BY COURTESY OF THE "SCIENTIFIC AMERICAN."

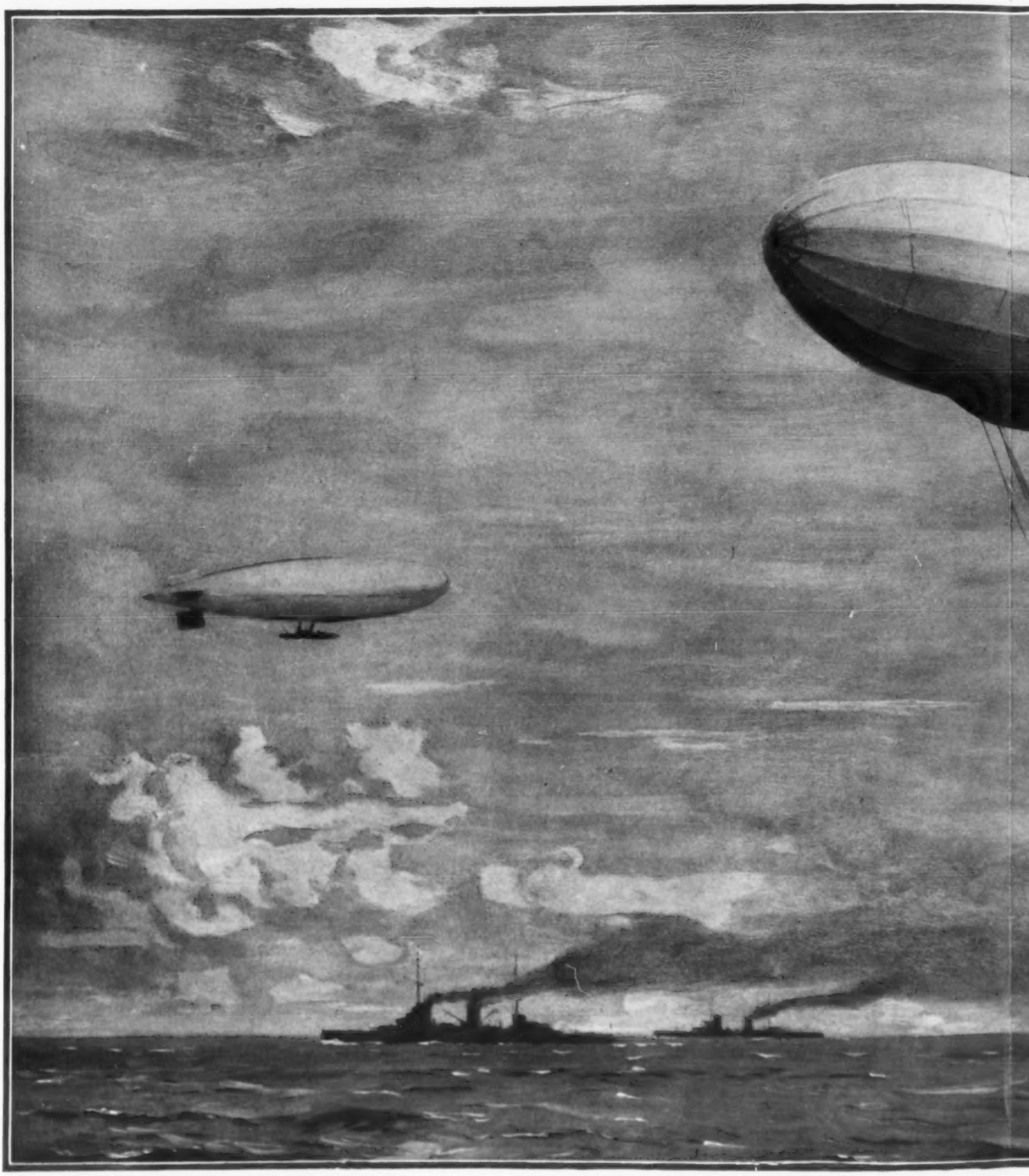


PARTLY REMOVING THE "HILL" BEHIND WHICH WELLINGTON COULD NOT SEE: SCOUTING BY AEROPLANE AND AIR-SHIP.

In a very interesting lecture given to the Aeronautical Society recently, Major F. H. Sykes, of the Royal Flying Corps, said that aviation will not revolutionise warfare, but that, of course, it will have a great effect upon it. That is to say, the fog of war, the "hill" behind which Wellington used to say he could not see, will to a certain extent be quietly and quickly removed. Major Sykes argues that air-craft will not supplant cavalry for reconnaissance work, but will act with it and save much unnecessary labour and waste of time. There must be remembered also the impossibility of air-craft doing satisfactory reconnaissance work in fog, at night, and in high winds. In addition, air-craft reconnaissance is essentially quick, and the field of observation is not very detailed. Another important point made by the Major is: "As regards wind, I think it is fair to assume that aeroplanes will be able to fly five days out of six at one time or other of the day. . . . Under present conditions, and for any considerable period even in fair weather, it may be estimated that pilots and observers can only be employed for about three hours during the day; or, say, ten hours in three days." Special interest attaches to such drawings as these at the moment in view of the approaching meeting at the Mansion House to urge "the vital necessity" of greater efforts being made by Great Britain in the matter of aerial defence, in view of what is being done abroad.

Dreadnoughts of the Air as Aids to Dre

FROM THE PAINTING BY NORMAN WILKINSON, SPECIAL AR



A UNIT OF A SERVICE WHOSE PROGRESS IS WATCHED WITH INTE

It is but stating the most obvious fact to say that the keenest interest is being taken in Germany's development of her militant air-fleet, and particularly of her dirigibles. She divides her air-craft between her Army and her Navy, and this makes estimation of numbers difficult; but it is, of course, more than likely that in time of war the two services would combine in the strictest sense of the word. On that basis, according to present belief, Germany will have shortly forty air-ships — 30 Army and 10 Navy. It is further understood that the Government will subsidise privately owned air-ships, and thus be able to call them up for service

to Dreadnoughts of the Sea: Flying Force.

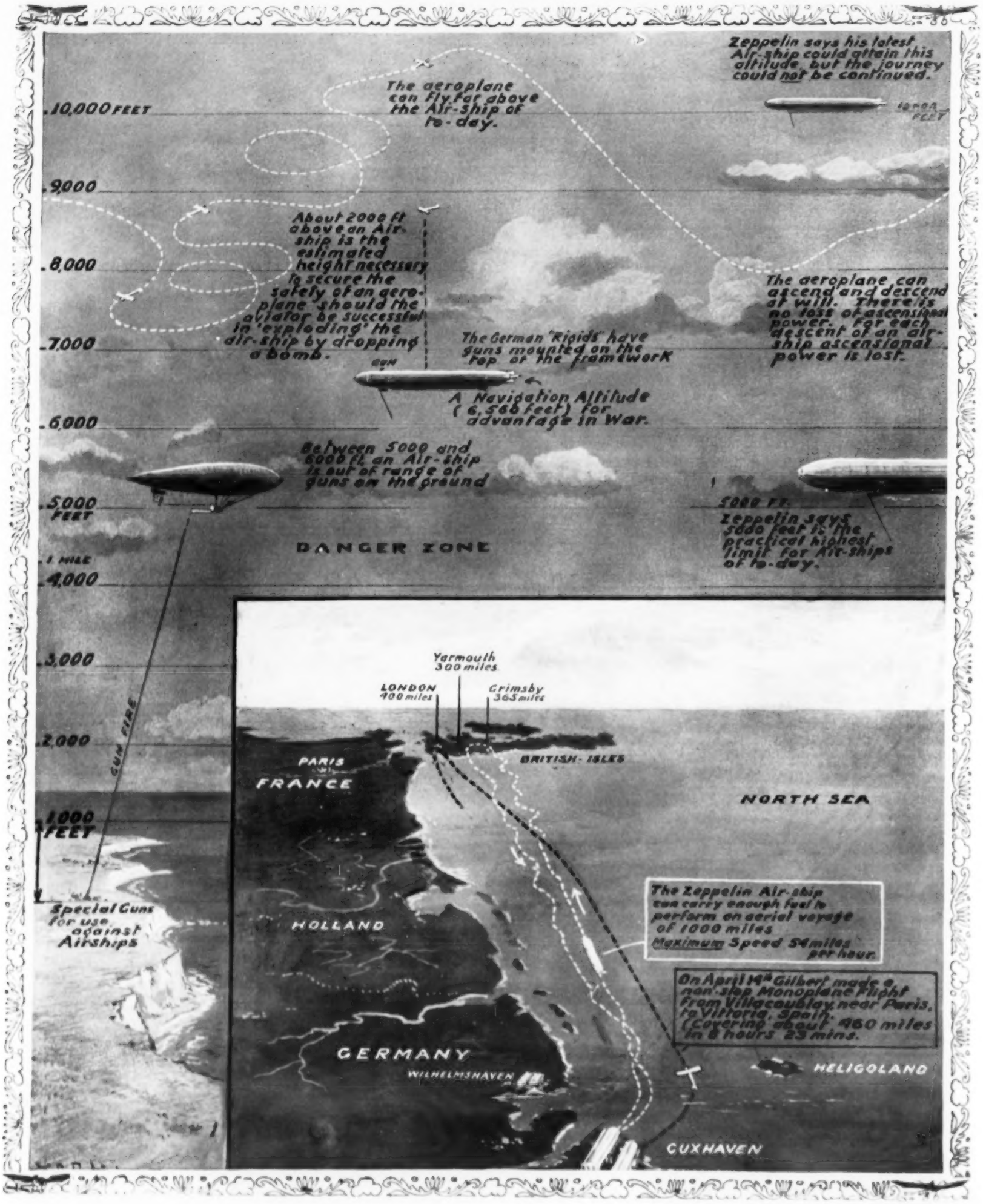
son, Special Artist of "The Illustrated London News."

H INTENSE INTEREST: THE GERMAN ZEPPELIN "L 1" MANŒUVRING.

in the event of war. It was arranged a few days ago, by the way, that the naval Zeppelin air-ship, "L 1," should co-operate with the fleet in naval manœuvres, and thus be the first air-ship to take part in such evolutions. It may be noted that the latest German Zeppelin launched is over 500 feet in length; while the "Z 4," for instance, has upon the top of its body a platform, surrounded by netting measuring 12 square feet, which is evidently intended for a quick-firer or some special type of gun. It was the "Z 4," it is hardly necessary to recall, which recently landed unintentionally in France.

DANGER AND SAFETY ZONES AND RANGES OF FLIGHTS: WAR AIR-CRAFT.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



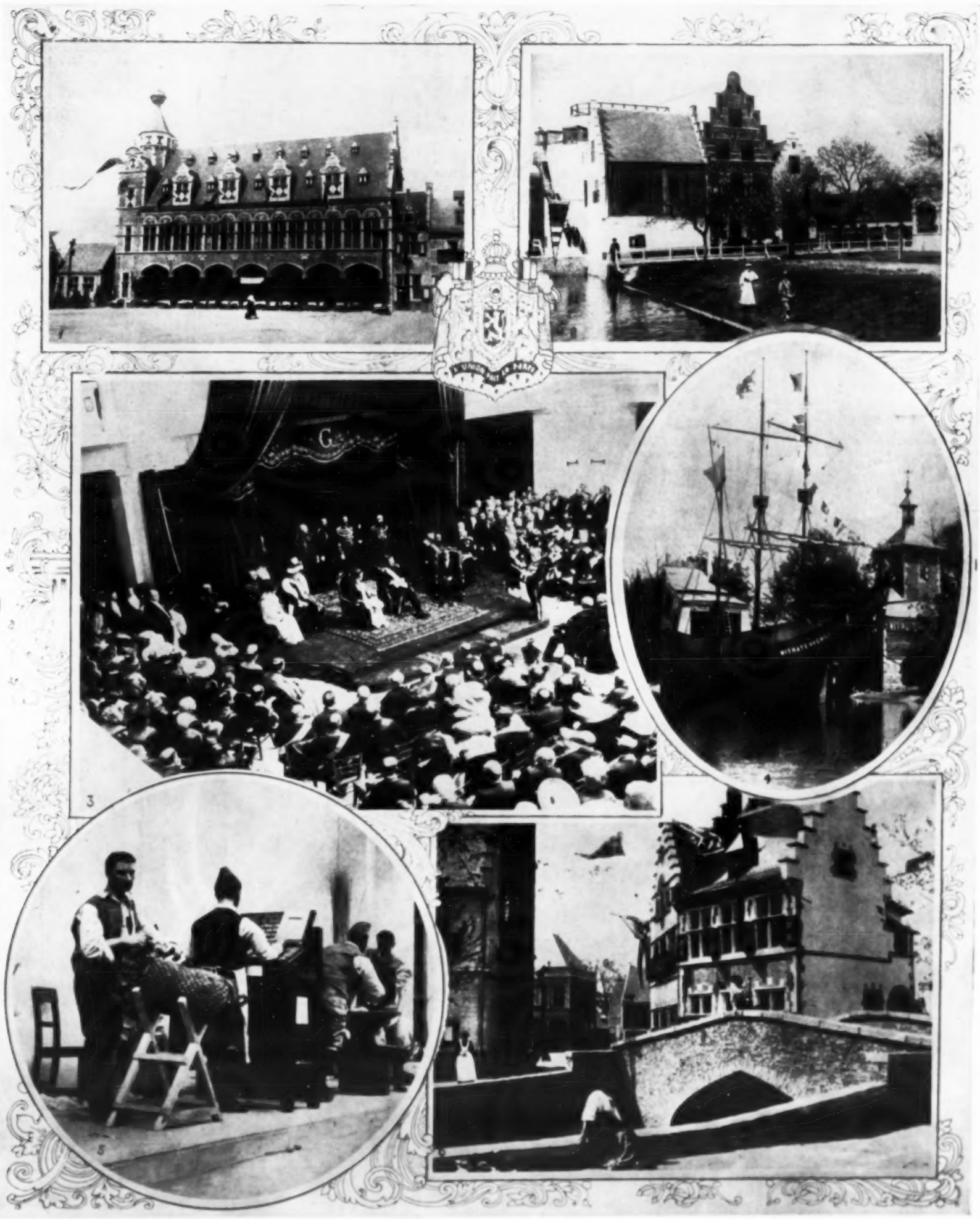
1. THE ASCENSIONAL POWERS OF AIR-SHIPS AND AEROPLANES, AND THE VALUES OF THOSE POWERS.

As we have said on another page dealing with air-craft in war, particular interest attaches to such drawings as these by reason of the proximity of the meeting at the Mansion House, on May 5, to urge the vital necessity of greater efforts by this country in aerial defence. In an article published in the April "Review of Reviews," Count Zeppelin says: "An air-ship rises about eighty metres in proportion to each hundredth part of its loss in collective weight [by use of petrol, etc.] . . . My present air-ship could attain a height of over 3000 metres, but then there will remain only a little petrol for continuing the journey. She would have consumed the same before, or thrown it as ballast." With regard to gun-fire, Major F. H. Sykes, in his recent lecture, said: "Both with respect to fighting in the air and to firing at them from the ground, the recognising of air-craft is a difficult question. . . . I understand that the Bulgarian fliers think anything under 4000 feet unsafe from fire. . . . On a clear day observations can be accurately plotted on a map from an altitude of 4500 feet, at which height the ground seems to be moving very slowly and reconnaissance is relatively easy." Our Artist is indebted for certain of his points to Count Zeppelin's article in the "Review of Reviews," and to a very interesting article, by Mr. T. F. Farman, in the April "Blackwood's."

2. THE POSSIBILITIES OF LONG-DISTANCE FLIGHTS BY AIR-SHIPS AND BY AEROPLANES.

IN THE CITY OF FLOWERS AND MONUMENTS: THE EXHIBITION AT GHENT.

Photographs by Illustrations Bureau and Sport and General.

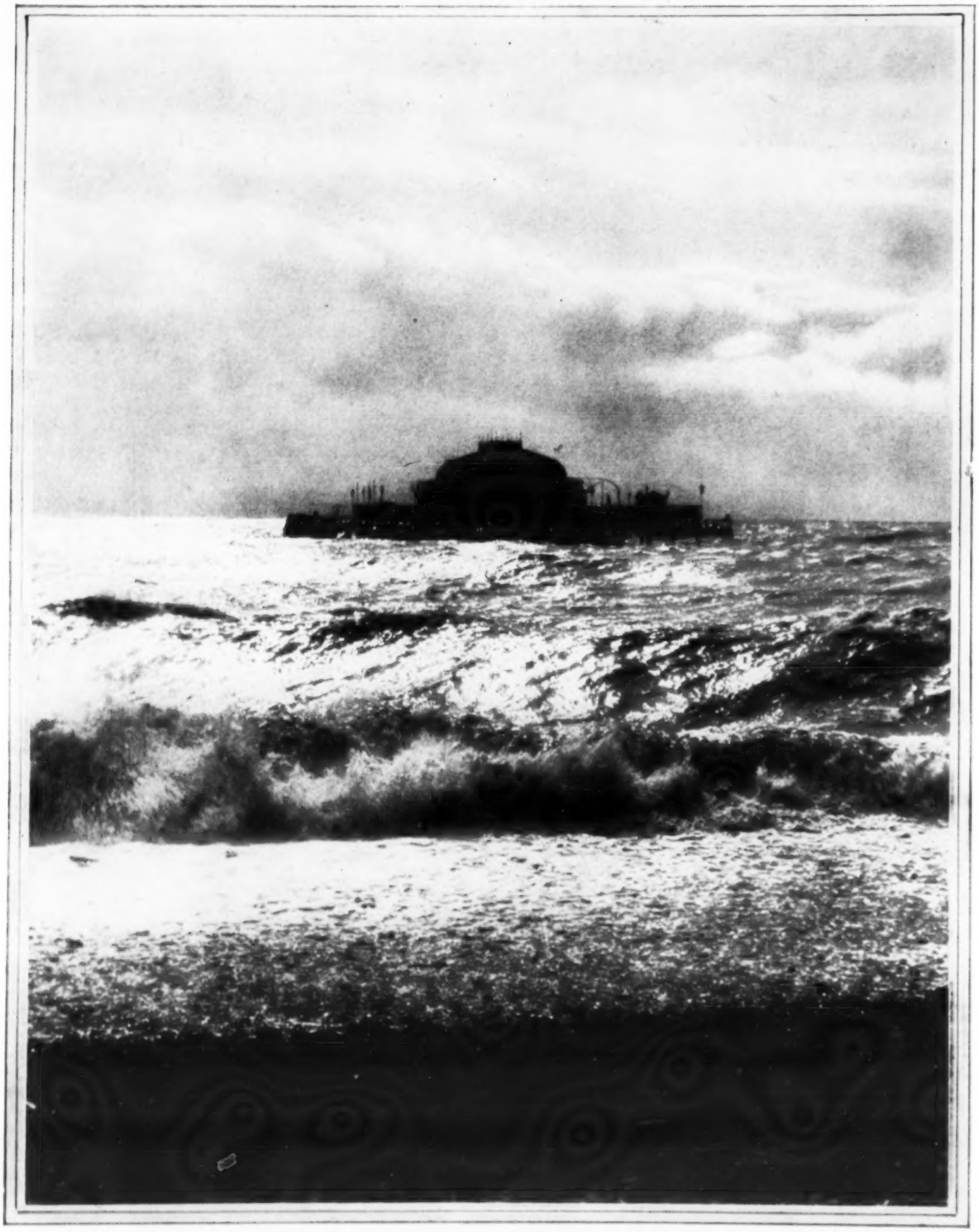


1. IN THE VILLE DE FLANDRE SECTION OF THE NEWLY-OPENED GHENT EXHIBITION.
2. A PICTURESQUE CORNER OF THE VILLE DE FLANDRE SECTION.
3. LISTENING TO AN ADDRESS: THE KING AND QUEEN OF THE BELGIANS AND PRINCE LEOPOLD.
4. THE CHILIAN NITRATE'S EXHIBIT, ON THE LAKE.
5. MODELS OF CONVICTS AT WORK IN MAIDSTONE PRISON, A FEATURE OF THE BRITISH SECTION.
6. AT A BRIDGE IN THE VILLE DE FLANDRE SECTION.

The Ghent Exhibition was formally opened by the King of the Belgians on April 26. It promises to be a big success, but at the time of its inauguration could not be said to be complete. Thus it followed the example of practically every big Exhibition. The King and Queen, accompanied by Prince Leopold, arrived by special train from Brussels. After the opening ceremony, the royal party visited the flower-show, and then went to the Pavilion of Ghent, where his Majesty was received by the Burgomaster and the Echevins of Ghent and signed the "Livre d'Or." The British Government's exhibits include one arranged under the care of the Governor of Dartmoor. Old and new methods of punishment are illustrated, from the last set of gibbet-irons used in this country—less than a hundred years ago—to a model of the new Camp Hill detentive prison. It may be of interest to note, by the way, that in a few weeks' time the flowers in the "Les Floralies" building will be removed, that accommodation may be arranged for the boxing-match between Wells and Carpentier, which is fixed to take place on June 1, and for other events.

EASTER ISLAND—WORTHING: A CREATION OF THE WIND AND WAVES.

PHOTOGRAPH BY S. G. HOLDERNESS.



SIGN OF A DISASTER, BUT CERTAIN TO BE A SUMMER ATTRACTION: THE ISOLATED PIER-HEAD AT WORTHING.

If this Easter Island, a creation of Easter wind and waves, is not by any means as remarkable as that Easter Island whose colossal statues are a mystery of the Pacific, it is at least certain that it will attract the attention of many visitors to Worthing this summer. These will miss the pier, of course; but the curious aspect of the Pier Head and Pavilion isolated in the waters will give them some compensation. It seems hardly necessary to remind our readers that the whole length of Worthing Pier, over 700 feet, was swept away in the very early morning of March 23 (soon after midnight) by the great Easter gale. Only the Pier Head and the Pavilion were left standing. The structure, one of the first of its kind, was erected in 1862, and was enlarged and extended in 1889 at a cost of £12,000.

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A NATIONAL DRAMA.

THAT the drama is in the doldrums is still the belief of Mr. Henry Arthur Jones. He deplores the vogue of "legs and tom-foolery" in our theatres. He denounces the "rage for empty amusement" as deadening to dramatic art. He laments the divorce between stage-plays and literature. He asks for dramatists the right to handle the problems and passions of life. With his programme, his ideals, his censures of certain modern tendencies, as set forth in his collection of essays and lectures, "The Foundations of a National Drama" (Chapman and Hall), no earnest student of our stage could very well help sympathising. And yet it is difficult at the same time to avoid the conviction that Mr. Jones is unduly pessimistic, and is insufficiently awake to the signs of the times. Some of these papers were composed ten, twelve, or even seventeen years ago, and they have not been brought up to date. Thus Mr. Jones will seem to the younger generation to overlook modern tendencies that make for progress. A pioneer in the barren days of the 'eighties and the 'nineties, he looks back on those as the halcyon decades, and fails to see that already in the newer drama of ideas, in the repertory theatres growing up in our chief provincial centres, and in the intelligent interest towns like Manchester and Glasgow and Dublin and Liverpool and Birmingham are taking in stage-art, we are reaping the fruits of his and other veterans' labours. Surrounded by any amount of promise, he fixes on the year 1893 as the date in which the English drama came to a parting of the ways and chose the path of frivolity. Movements succeeding that in which he was so admirable a force, and carrying on ideas which are an advance on his own, somehow do not command his enthusiasm; he talks of dearth when in little corners of his England, at least, the fields are rich with grain. So again he yearns for a renewal of the alliance between the stage and literature at the very moment when such men of letters as Mr. Barrie, Mr. Galsworthy, and others are on our list of active dramatists. Reformers who have grown old in service and see themselves supplanted by younger men have this knack of expecting too much and discounting the small but real improvement that has been achieved; so we must not be too severe on Mr. Jones for taking too jaundiced a survey of his subject. His mistake, and his disappointment, seem to have arisen from anticipations that our whole playgoing public might some day be converted to the notion that the drama is an art. He talks as if there were only one public in our theatres, whereas there are many, and that public which is prepared to bring intelligence into the playhouse must always be a small minority. Nevertheless, his diagnosis of the larger world of amusement-seekers is correct enough, and his propagandism on behalf of the art to which he has so lovingly devoted himself deserves every encouragement. To the eloquence, the idealism, the sincerity that inform his lectures there is no need to testify.

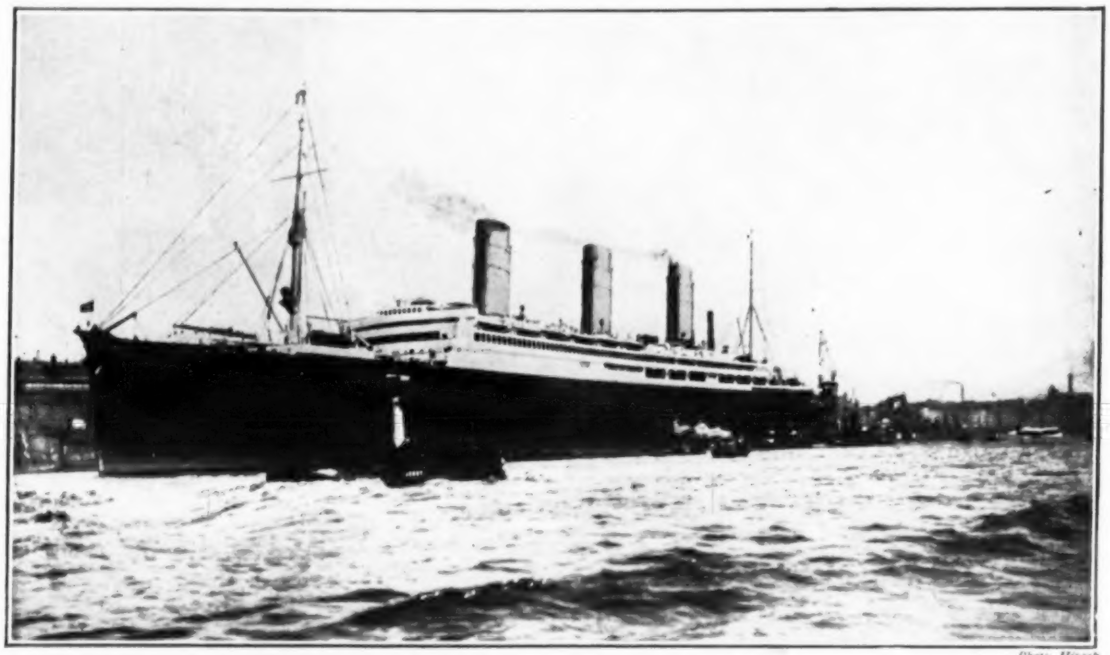

Photo. Hirsch.

SCENE OF A FATAL EXPLOSION CAUSED BY A CARELESS SMOKER: THE NEW HAMBURG-AMERIKA LINER "IMPERATOR."

The explosion on board the "Imperator" on April 25 killed two men and injured many others, of whom three were not expected to recover. It was caused by a workman who filled a cigar-lighter from the benzine-tank, and, burning his fingers in using it, flung it away, and set fire to the cover of the tank. Eight men were taken to hospital at Cuxhaven. It is interesting to compare the dimensions of the "Imperator" with those of the "Aquitania," which, by the way, were incorrectly given in our last issue. The "Imperator" is 919 feet long, the "Aquitania" 901 feet. The height of the "Imperator" from keel to top deck is 96 feet; that of the "Aquitania" 92½ feet. The "Imperator" carries a total complement (passengers and crew) of 5200; the "Aquitania" 4210. The "Imperator" is practically of the same beam and depth as her sister-vessel the "Vaterland," which was launched at Hamburg on April 3, but the "Vaterland" is slightly longer, having an over-all length of 950 feet.

Cockney dialect is always effective in fiction when it is well done, and, in its modern form, is to be found in perfection in Mr. Keble Howard's new book, "London Voices" (Chapman and Hall), a collection of short dialogues, mostly humorous, some from the East End, others from the West. Cockney speech has changed much since the day of Dickens, and it would be interesting to compare the talk of Mr. Keble Howard's characters with that, say, of Sam Weller.

Messrs. Macmillan have added several more volumes to their series of sevenpenny novels. One of them is "Richard Carvel," by Winston Churchill, the American author, not to be confused, of course, with the British politician of the same name. Another American story is "The Virginian," by Owen Wister, and among the additions are also "The Philanderers," by A. E. W. Mason, and "A Village Tragedy," by Margaret L. Woods. The books are of the small cloth-bound pocket-size, in neat blue bindings, and each volume has a frontispiece.

New volumes continue to be added from time to time by Messrs. Nelson to their useful series of shilling French reprints and translations. Among the latest are: Victor Hugo's "Toute la Lyre," in two volumes, each with frontispiece in colour; "Julie de Lespinasse," by the Marquis de Ségur, also with a frontispiece in colour; and a French version of "Pickwick," in two volumes, translated by P. Grolier. The latter has several of the familiar black-and-white illustrations.

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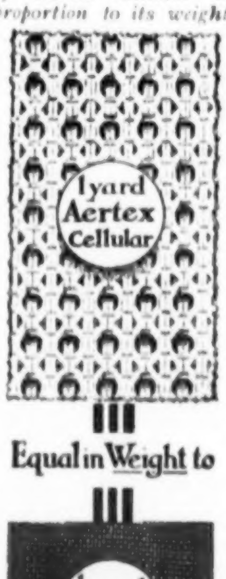

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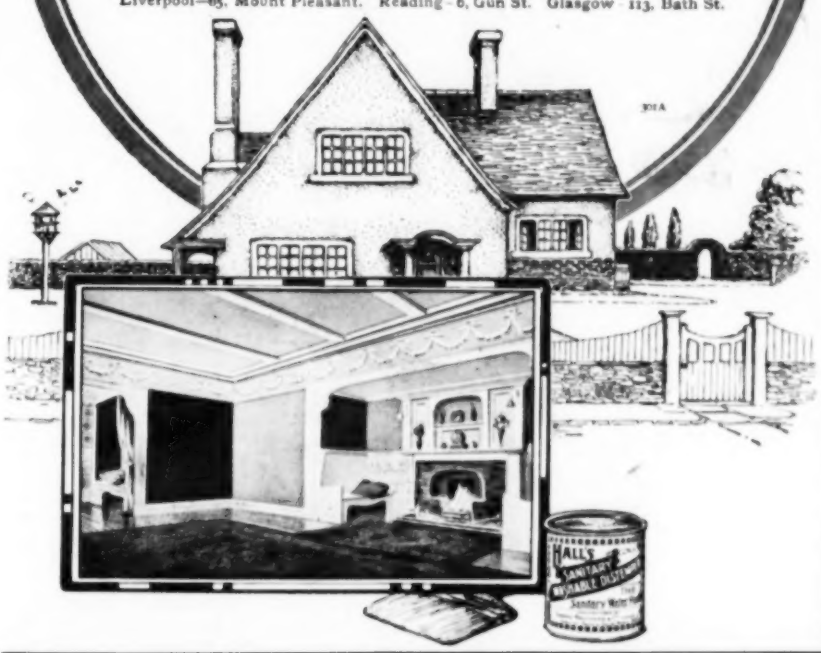

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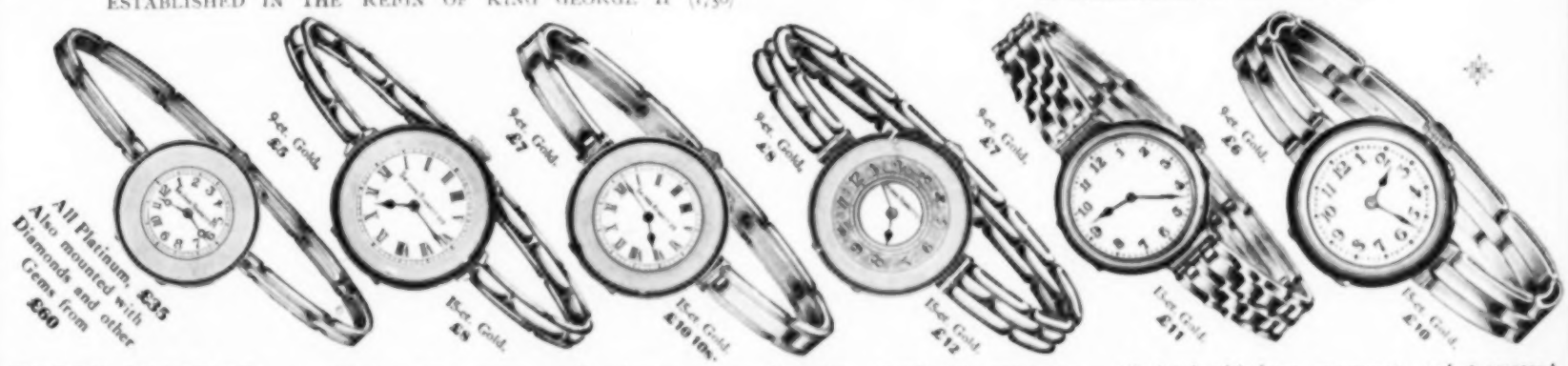

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ART NOTES.

FIRST impressions of the Academy are deceptive, and the Academician who summed his up with "Sargent leading and the rest nowhere" after ten minutes' examination on Varnishing Day probably qualified his opinion before he had made the whole round of the galleries and finished greeting fellow-artists on the way. The impression of the first ten minutes is, without doubt, an impression of Mr. Sargent. His pictures are the first to emerge from the white mist and harsh glitter of the general wall.

The processes of the mind at the Academy do not greatly differ from year to year; first, the sharp turn out of Piccadilly, with its twinge of excitement; then the courtyard, too long to cross without forebodings; then the velvet carpet, the stairs, and the familiar janitor; then the ur[illegible] shock of the first room. [illegible] minute in that first room is li[illegible] plunge into a cold stream. The eye admits too m[illegible]ch; one [illegible]llows too much w[illegible] Carried [illegible]ong into the next room and the next without being rescued, one clutches at last at something firm and strong. It is a Sargent.

This year sees the breaking of his rule: there is a portrait. It does not, however, mean a return to Tite Street and business hours. Mr. Sargent is still on the road, a fugitive from the exactions of formal portraiture; and the most de[illegible]htful of his Academy pictures is th[illegible]oup of fellow-wayfarers in a remote and secure opening under the free skies. All Mr. Sargent's snatches of landscape are invigorating: they set the visitor upon his feet, and put him in the way of seeking and enjoying the fine things that are scattered all through the Exhibition.

For the second time Mr. Clausen makes much of St. John's Wood. I think the painter who knows the fields must always have a kindness for back-gardens. He sees the marred features of Nature with the eyes of a lover who looks upon his lady's face grown pale. He is more tender than one accustomed to the aspect of the town; Mr. Clausen's rendering of the things he sees from his London window is more passionate than anything that Whistler ever drew in Chelsea. Mr. Clausen's schooling in the open also serves him well when he paints a head. From the horizon he seems able to turn to the uncertain blues of a maiden's eye with an infinite delicacy; and his nymphs have hair as mysterious as the Woods of Westermain. There is nothing more lovely in the Academy than his latest head of a girl.

Mr. Arnesby Brown repeats the success of last year; or, rather, repeats last year's picture in everything save its success. I do not mean that his landscape is less admirably painted; but to the visitor seeking first impressions in a hurry a repetition is necessarily less vivid and alluring than its original. Mr. Orpen contributes one astonishingly able work, and Mr. Stanhope Forbes is at his best in the study of an interior. Sir Edward Poynter has again discovered a nymph in a cave, without, however, discovering much more. The theme is not one that leads a painter into fresh modes of expression or even to renew the old with sufficient vigour to carry through an elaborate composition.

Mr. Lavery triumphs. Hardly more is expected of modern essays in royal portraiture than of a President's labours in imaginary caves. After long years of unsuccessful attempts upon the Kings and Queens of England, the Academy has produced a royal group that is a work of art. The Queen and the whole passage of paint to the right of the canvas are masterly. Among other portraits, Mr. J. J. Shannon's are conspicuous: that of the Duchess of Rutland is an excellent likeness, though the Russian head-dress gives it a look of Moscow rather than of Belvoir. E. M.

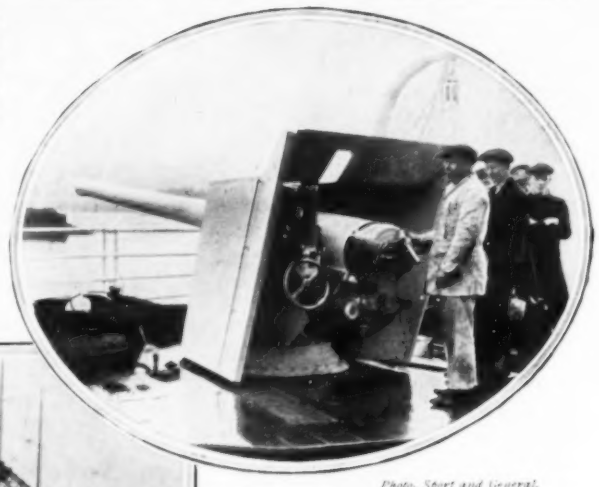

Photo. Sport and General.

READY TO REPEL ATTACK BY A FOREIGN ARMED MERCHANTMAN: GUN PRACTICE ON BOARD THE "ARAGON."

Photo. G.P.U.

THE FIRST BRITISH LINER CARRYING GUNS: THE R.M.S.P. CO.'S STEAMSHIP "ARAGON" IN SOUTHAMPTON DOCKS, SHOWING THE TWO GUNS MOUNTED AT THE STERN.

The Royal Mail Steam Packet Company's ship "Aragon," which recently left Southampton for South America, is fitted with two mounted guns at the stern for purposes of defence against any possible attack by an armed foreign merchant-vessel. A number of other British liners are being similarly armed, in accordance with the policy explained by the First Lord of the Admiralty in his speech on the Naval Estimates. Most of the cost is borne by the owners, but the Admiralty lend the guns, and provide ammunition and training. The "Aragon" is a vessel of 9588 tons, built by Messrs. Harland and Wolff at Belfast in 1905.

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is very sensitive; also it is very absorbent, hence in that animal a larger surface than is necessary should not be treated, nor a large quantity of the Elliman's used at one time, about the body in particular. When rubbing is indicated, it should be done gently. Further information may be found in the Elliman E.F.A. Booklet, which is enclosed with bottles of Elliman's Royal Embrocation, for Use upon Animals, price 1/-, 2/- & 3/6.

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THE PLAYHOUSES.

"THE CHAPERON." AT THE STRAND.

QUITE a bright idea lies behind Messrs. Jocelyn Brandon and Frederick Arthur's new farce, "The Chaperon." It is an idea which they credit to a restaurant-proprietor, and it consists in the provision of a male chaperon ready to be helpful to couples who sup at the restaurant and wish to be secure against surprises. One of the laws of farce, need it be said, is that married men should take out actresses to supper and be pursued by their wives; a chaperon who can pose as husband of the compromising lady in such an emergency comes in very handy. The hero of the new Strand piece acts as substitute for such a chaperon, and so pleases the wife of his host when she comes on the scene that he and pretty Rosamund are invited there and then, as man and wife, to join her week-end party. The difficulties of the young pair, both blessed with sweethearts of their own, when they are unable to quit the party, and mattresses are carried past them to provide their sleeping accommodation, the agonies of their elderly host as he watches in jealousy the making of such arrangements—these surely can be imagined, and these are worked for all that they are worth as materials for provoking laughter. "The Chaperon," in fact, is Palais Royal farce in which the risky situations are retained, but the characters are innocent. Now that this is the sort of thing that London audiences like, and as Miss Ethel Dane, Mr. Cyril Keightley, Mr. Dagnall, Miss Helen Haye, and Mr. Irwin, in parts that those who know the players' different records will easily identify, all put plenty of vivacity into their performances, "The Chaperon" should be this summer in great demand.

Photo. Illus. Bureau.

DEVISED TO GIVE WARNING OF ANY ATTACK BY SUFFRAGETTE INCENDIARIES: THE CARTRIDGE-FIRING ALARM AT TUNBRIDGE WELLS BOWLING CLUB, SHOWING THE WEIGHT FALLEN.

Photo. Illus. Bureau.

WIRE ENTANGLEMENTS FOR SUFFRAGETTES: FIXING WIRES CONNECTED WITH A CARTRIDGE-FIRING ALARM AT THE TUNBRIDGE WELLS BOWLING CLUB.

After the cricket pavilion at Tunbridge Wells was burnt down by Suffragettes, the Bowling Club took steps to protect their building. An alarm was devised which fires a cartridge if anyone trips over wires with which it is connected. A policeman did so the other day, and the report attracted a crowd. The left photograph shows the alarm. At the bottom is a hole for a cartridge, and a weight falls from above when the wire is pulled.

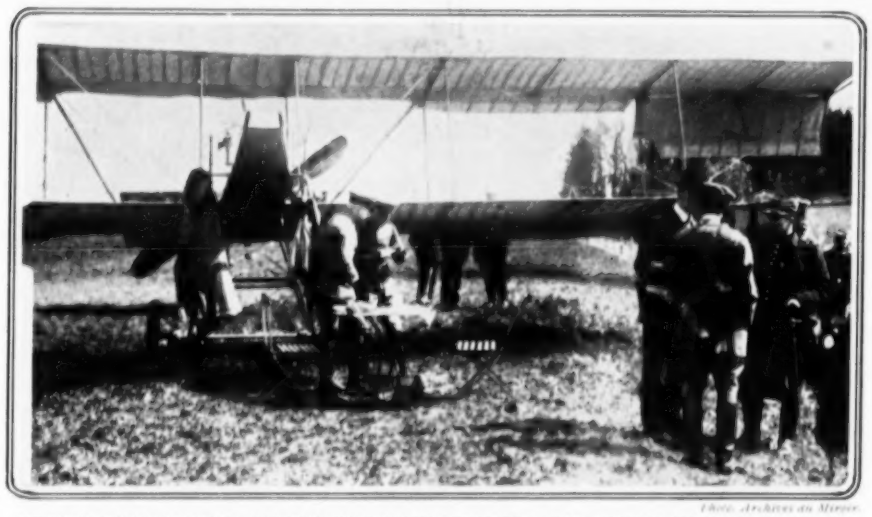

Photo. Architect an Mirror.

ANOTHER GERMAN AERIAL DESCENT ON FRENCH TERRITORY: THE GERMAN MILITARY AEROPLANE A FEW MINUTES AFTER ITS LANDING AT ARRACOURT.

A German military aeroplane made an unintentional descent on French territory the other day at Arracourt. On the left are the two German officers who were in it—Captain von Wall (holding a map), Chief Aviation Inspector at Darmstadt, and Lieutenant von Mirbach. On the right are French gendarmes.

"LADY FREDERICK." REVIVED AT THE GLOBE.

Disappointed over the reception of the stage-parable of "Vanity," Miss Ethel Irving has fallen back upon that early play of Mr. Somerset Maugham's in which, if we except her Millamant in "The Way of the World," she first revealed her possession of very exceptional comedy talents. Clever but artificial work, "Lady Frederick," with its scene of the theatre in which a charming woman who is under a cloud disillusions a young lover by exposing to him the secrets of her dressing-room, is just the sort of piece that enables an actress with range to air her virtuosity, especially as it gives opportunities for tears and pathos, as well as for gaiety and wit and humour. No wonder Miss Irving has an affection for such a part as that of Mr. Maugham's heroine, so exactly might it have seemed shaped to suit her powers and personality. The playwright should in turn be grateful to her. Their association should once again be mutually advantageous, especially as Ethel Irving's delightful art is able to count on the assistance of Mr. C. M. Lowne and Miss Henrietta Watson, players of ripe experience.

Photo. Illus. Bureau.

SETTING THE ALARM DESIGNED TO PROTECT THE TUNBRIDGE WELLS BOWLING CLUB FROM MILITANT SUFFRAGETTES: ADJUSTING THE WEIGHT AND THE CARTRIDGE.

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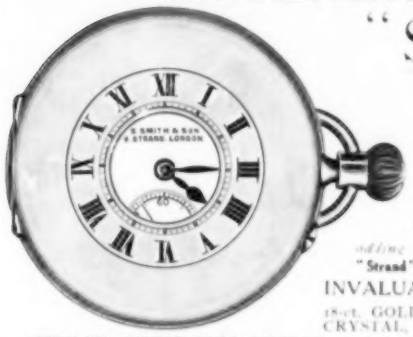

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LADIES' PAGE.

HOW curious is fashion—not in dress alone, but in all things—illustrating the sheep-like character of the human mind and the incapacity of the ordinary man to judge for himself! All France is in an ecstasy of admiration and affectionate reverence, so to speak, at the feet of Joan of Arc in this first week of May. In her honour great celebrations are being held in many cities, especially in Orleans and Paris. In many of the churches of the centre of France, her statue occupies a prominent place; in one of the Toulouse Cathedrals, all in martial panoply, she faces a very similar image of the great Archangel St. Michael triumphing over the dragon; and her altar—for it is no less—is flanked by cards supplying "a litany to read before the Most Blessed Joan of Arc," in which her intercession in Heaven is asked for the country's safety. Thus is the poor peasant girl adopted as the symbol of the piety of patriotism, and is the most honoured figure in real history, in the land where she was sentenced by the law to a torturing death, and in the Church whose leaders did so much to send her to the flames after heaping insult and terror upon her in her trial. Such changes in the whirligig of public opinion are tragic, if the saying of Tennyson be strictly true—"the fame that follows death is nothing to us." For the story is common enough. It is not only that of Joan of Arc, reproached in life by the Bishop of Beauvais as a shameless minx for "wearing men's clothes," and burned to death as a vile impostor. The tale is the same in literature and art, and in all improvements in ways of living. But if, perchance, Joan of Arc is permitted where she is now to know a little as to how her wonderful career is regarded in her Motherland to-day—then the case is very different; and who knows?

Another illustration of the same sad truth that real greatness and original action must expect only posthumous honour is afforded by the chief event in Society of last week—the reopening of the Opera. Wagner's life was almost wholly spent under a cloud of scorn mingled with sheer indifference; yet, to-day, the streets approaching the Opera House where his music was to be heard were almost impassable for more than an hour by reason of the stream of motors and carriages conveying the rank and fashion of London, in full evening-dress at five o'clock, ready to sit for long hours, and to agree to having a scamped and hasty dinner, in order to listen to his lengthiest composition. Does he know anything about it now? Or poor Schubert, who never heard the greater portion of his own exquisite music performed, because the world of his day would have none of it? Or Mozart, who died in penury and had a pauper's funeral and an unmarked grave? Wagner, it is true, gained some recognition in his lifetime, but it would be a surprising joy to him to see his own audiences last week. Seven Duchesses were present, and all that represents wealth and taste, and the scene in the house was brilliant.

GRACEFUL DRAPERIES FOR EVENING WEAR.

The gown is of soft satin draped into the waist; the corsage draped with chiffon and trimmed with pearl embroidery, ending in ropes and tassels. The waistbelt is of black velvet.

Speaking of Duchesses may remind us that both the present Duchess of Bedford and her predecessor have been much before the public recently. The Duchess, who is the proprietor of Prince's Skating Rink, has refused to pay her taxes on Suffragist grounds. As to Adeline Duchess of Bedford, the low and coarse language addressed to her for criticising the condition of the Royalist prisoners in Portugal is an outrage of the boomerang order; it leaves her Grace unharmed, and reflects upon the Portuguese person making use of it. Many people, however, may not be aware that Adeline Duchess of Bedford has a special qualification for criticising the management of prisons, for she has, for many years past, taken a special interest in the matter, and has been one of the officially appointed Lady Visitors of English prisons for women. The Home Office has found the efforts of this corps of voluntary lady visitors of great value. They are authorised to visit the prisoners individually in the cells, to cheer them and to try to influence them for good; and they help those who seem worthy on their release. Obviously, this work needs great judgment and discrimination of character, and Adeline Duchess of Bedford is thus no novice in the art of seeking the truth and the good in the depths of the heart of a poor prisoner, or in judging how a prison ought to be conducted.

An excellent article is Wright's Coal Tar Soap, protecting the user against infection and keeping the skin healthy, and it is advertised with much originality. The latest idea has been set forth in our advertising pages. The proprietors offer sixty-four money prizes—the highest being £10 for ladies and gentlemen, respectively, with other special prizes for children, for the best specimens of handwriting, a particular verse being set as the copy. Competitors have till May 31 to exercise their talent, and may send in as many attempts as they like, provided each is accompanied with a wrapper of the soap. The address is "Handwriting," 66-68, Park Street, Southwark, S.E.

Notwithstanding the drapings and foldings of the fabric of the up-to-date gowns, it has to be borne in mind that the entire effect must be clinging; while there is fulness enough at the hem to make movement easy, the "line" remains close and narrowing to the feet. There was some rumour of the revival of the tempestuous petticoat; but not a bit of it—the fashionable figure more than ever demands the total suppression of superfluous *dessous*. When the wind blows against a fashionable figure, the effect is that of the pictures of our great grandpapas in their "peg-top" trousers. The waist is normal in position, and looks big, even huge, owing to the suppression by elastic and uncompromising corset-belts of any fulness below the waist. And yet some of the new Paris models from very distinguished designers are deliberately arranged to bring about a slight but distinct protrusion of the stomach—a mediæval look, in fact. However, this is very advanced fashion, and may not be accepted by Parisian *élégantes*.

FILOMENA.

ROYAL WORCESTER KIDFITTING CORSETS

Any of these Royal Worcester Models post free at the above prices. Mention waist measure and whether for slender, medium or full figure.

NEW CORSET STYLES for the CORRECT FASHION LINE.

The corset ideals of creative Paris are faithfully expressed in the clever new styles of Royal Worcester Kidfitting Corsets for Spring and early Summer, a few typical examples of which are illustrated here. Note how smartly these Models give the sweeping length from waist to knees, the subdued bust effect, and the straight-hipped lines of perfectly developed womanhood.

The ingenious cutting of these corsets enables them to conform to every movement of the body, admitting of absolute freedom in sitting, standing and riding.

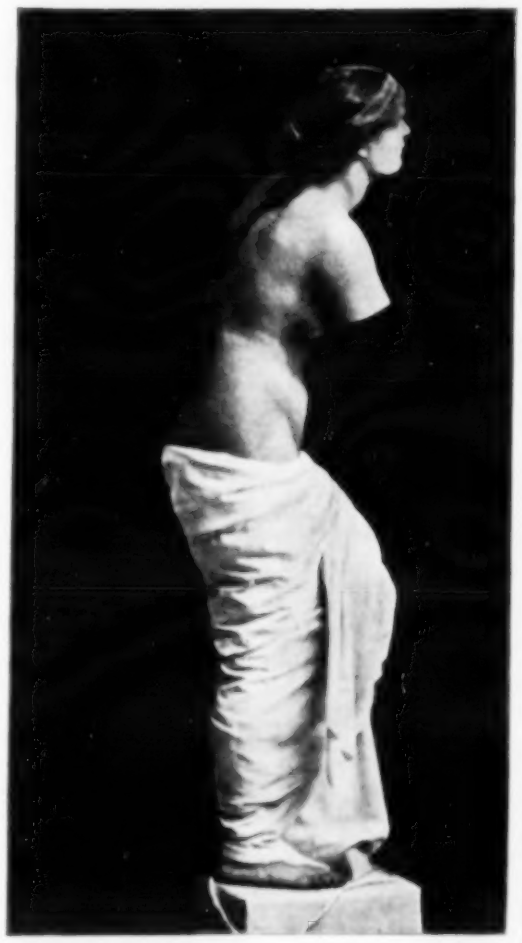
PETER ROBINSON, LTD., Oxford St., London, W.

Some Observations On Venuses, Ancient and Modern

Artists and Connoisseurs the world over maintain that in two or three of the sculptured Venuses of the classic days of Greece and Rome we have represented "the female form divine" in its most perfect shape and symmetry. We have the Venus of the Capitol at Rome, the Florentine Venus at Florence, and the Venus of Milo in the Louvre at Paris.

The latter is perhaps generally accepted as the finest embodiment extant of the classic Grecian female human figure; and an impression prevails that the world no longer owns living specimens of feminine loveliness that can compare with the Venus of Milo.

Whether or not recent fashions in dress are responsible for drawing closer attention to woman's form or not, it is not for us to say; but it has been very clearly demonstrated that the beauty of the famous sculptured Venuses is still being equalled, if not even surpassed.



VENUS DE MILO—Proportional Measurements

Height	5 ft. 4 in.	Thigh	22·5 in.
Head	21·3 ,,	Calf	13·2 ,,
Neck	12·5 ,,	Ankle	7·4 ,,
Chest	33 ,,	Knee	15 ,,
Bust	37 ,,	Upper Arm	12·5 ,,
Waist	26 ,,	Fore Arm	9·5 ,,
Hips	38 ,,	Wrist	5·9 ,,

Miss BEATRICE SINCLAIR—Measurements

Height	5 ft. 4 in.	Thigh	22·5 in.
Head	21·5 ,,	Calf	13·2 ,,
Neck	12·5 ,,	Ankle	8 ,,
Chest	33 ,,	Knee	15 ,,
Bust	37 ,,	Upper Arm	12·5 ,,
Waist	26 ,,	Fore Arm	9·5 ,,
Hips	38 ,,	Wrist	5·75 ,,

And to prove that this is no rash statement we are able to give an instance in support, showing that the measurements of an English lady, Miss Beatrice Sinclair, are so nearly the same as the proportional measurements of the Venus de Milo, that the comparative figures here given cannot fail to interest the readers of this journal.

We are indebted to the courtesy of Miss Sinclair for the photograph here reproduced of her. It is a compliment to us that this English Venus is among the users of Pears' Soap, which has been so prominently allied with beauty for a century and a quarter. The statue did not have that advantage.

So Many Beautiful Women have borne tribute to the beautifying effect of Pears that we are delighted to reciprocate with this public tribute to a living example of British beauty

A & F Pears

LITERATURE.

Schleiermacher and his Teaching. Principal Selbie's "Schleiermacher," in "The Great Christian Theologies" series (Chapman and Hall) is a valuable popular exposition of the teaching and place of the father of modern theology. Schleiermacher is of peculiar interest at the present time, for many thinkers owe more to him than they sometimes admit. He appeared at a period of upheaval, and did the peaceful work of professor and preacher when Napoleon was holding Europe in terror. Out of the flux of ideas Schleiermacher emerged with a teaching hostile to Rationalism, yet addressed in the first instance to cultivated minds. The divine was, curiously enough, influenced powerfully by the Romantic movement. "He laid a new stress on feeling as representing the innermost life of man, and found in it a means of entering into immediate relations with the highest." In philosophy, he was a disciple of Kant. But, as Höffding remarks, "he did not adopt Kant's philosophy as he found it. On the contrary, he assumed a critical attitude towards it—so critical, indeed, that he was accused of doing an injustice to his great master, whose disciple he really always remained." He laid a new emphasis on experience. The wider application of the historical method and the more careful systematisation of Christian doctrine may all be traced to the impulse he gave. Neander was right when he said that from Schleiermacher would be dated a new era in the history of Theology. Dr. Selbie discusses Schleiermacher's teaching with acumen and sympathy. His examination of Schleiermacher's Christology and his criticism of its weak points—such as his neglect of the Synoptic Gospels—illustrate the advance made since Schleiermacher's day. At the same time, that advance would, without him, have been impossible. Laymen will have no difficulty in following this excellent monograph, which is wonderfully free from philosophic jargon.

Photo. Sport and General.

AT THE GHENT EXHIBITION JUST OPENED BY THE KING OF THE BELGIANS: SOME OF THE GREAT BRONZE BUFFALOES.

The Ghent Exhibition was opened with some ceremony on April 26 by the King of the Belgians, accompanied by the Queen and Prince Leopold. The British section was one of the most advanced, some of the others being very incomplete. King Albert conversed for some time with the British Director, Mr. U. F. Wintour.

Photo. Sport and General.

A PICTURESQUE FEATURE OF THE GHENT EXHIBITION: A REPRODUCTION OF AN ANCIENT BRUSSELS BUILDING.

A River Voyage in the North-West. In "Down the Mackenzie and Up the Yukon" (John Lane), Mr. Ethelbert Stewart gives a most lively and entertaining account of regions in the far North-West which, for all the attention explorers have paid to them, remain practically unknown. On this voyage the author observed what was to all intents and purposes virgin land. He gives the atmosphere and the scenery of those marvellous regions with an artist's touch; but he writes always as the practical man, with a keen eye to the development of the country. The book is in its essence practical, for it grew out of a Government report. In that document the writer had to restrain his inclination to be picturesque and familiar. In the book he has now produced to please himself all dryness is eliminated, and the reader makes the journey with a companion who is always entertaining. Yet there is nothing trivial in these pages. Mr. Stewart knows what is essential to a light book with a serious purpose. His account of Dawson City, now that the gold rush is over and the place has settled down to clear up the still rich remnant of ore by scientific methods, is extremely interesting. The town is still an outpost, but it is something more than a mining-camp. One point should be emphasised and given great publicity—the author's plea for a more effective medical service in those vast solitudes. It is a question that the Canadian Government would do well to consider.

In giving a portrait of the late Paymaster E. R. Berne, the naval airman who was killed at Eastchurch, in our last issue, we inadvertently ascribed the photograph to the Sport and General Illustrations Company, instead of to Messrs. J. Russell and Sons, of Southsea.

FOOT'S

ADJUSTABLE REST-CHAIRS.

Simply press a button and the back declines or automatically rises to any position desired by the occupant. Release the button, and the back is instantly and securely locked.

The detachable Front Table can be used flat for writing or inclined for reading. When not in use it is concealed under the seat. The arms lift up and turn outwards, forming Side Tables for holding books, writing materials, etc.

The Adjustable Reading Desk and round Side Tray can be used on either side of Chair.

The Leg Rest is adjustable to various inclinations, and can be used as a footstool. When not in use it slides under the seat.

The only Chair combining these conveniences or that is so easily adjusted.

The Upholstery is exceptionally soft and deep, with spring elastic edges, and supports the entire body in the highest degree of luxurious comfort.

Would not one of these chairs add considerably to the enjoyment of your relaxation and rest?

CATALOGUE C 7 OF ADJUSTABLE CHAIRS FREE.

171 NEW BOND STREET LONDON W

"A BEAUTIFUL FACE AND NOT A WRINKLE."

Marvellous New Discovery Makes Wrinkles Disappear in a Night and Wonderfully Enhances Beauty.

Apply this wonderful treatment for two minutes at 11 p.m., then go to bed. Get up at 7 a.m. Lo! the Magic Transformation. "It has completely removed that multitude of lines and wrinkles which I carried for nearly twenty years, and I am sixty years of age," writes Mrs. J. H. Boylan.

No plasters, massage, masks, straps, cold creams or steaming-pots, but a marvellous new discovery that raises the wrinkle and puts it on a level with the surrounding skin. It also raises the flesh underneath the wrinkle and treats the flesh so that it quickly becomes hard and firm. Smoothes out trouble wrinkles, wrinkles of age, wrinkles caused by frowning and squinting, wrinkles of almost any kind anywhere. Many say it has made them look ten to twenty-five years younger. Women of fifty and even sixty years of age say it has most astonishingly restored them to youth so far as appearances go. I fooled them all and took my own wrinkles out with this wonderful discovery after beauty specialists had failed to do me any good, and to-day my friends say I have a beautiful face and not a wrinkle. In any event I have no wrinkles, notwithstanding the fact that I am a hard-working business women with great responsibilities.

To see how wrinkles add to a woman's age, place a white card over half of this photo and compare it with the other half.

Accounts of my wonderful discovery have appeared in so many newspapers throughout the country that I have been fairly deluged with letters from women asking for information in regard to the treatment. My time is so occupied that I cannot answer all with a personally written letter. I have therefore had a small folder printed, which I shall be pleased to send absolutely free to anyone interested. Please do not send money, except a penny stamp for postage, as I am glad to give this information to you without charge. Address, ELEANOR LAWTON (Room 16), 197, Regent Street, London, W., and free information will be sent you in sealed envelope.

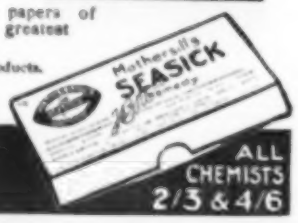
MOTHERSILLS SEA-SICK REMEDY

has received the unqualified endorsement of the leading papers of the world, and the finest testimonials from the world's greatest men, women, and institutions.

Does not contain Cocaine, Morphine, Opium, Chloral or any of the coal tar products.

No Bad After Effects.

MOTHERSILL REMEDY CO., LTD., 19, ST. BRIDE ST., LONDON, E.C.



GUARANTEED TO CURE SEA OR TRAIN SICKNESS OR MONEY RETURNED

ALL CHEMISTS 2/3 & 4/6

THE "MEDSTEAD"

With spring edge, stuffed all hair, down cushion in pretty Cretonne. An example of Maple's value at **£4:12:6**

The immense stock of Easy Chairs & Settees at Maples enables even the most exacting taste to be satisfied with one that is at once comfortable soundly constructed, durable and artistic in effect

Catalogues Free

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Upholsterers to H.M. The King

TOTTENHAM COURT ROAD LONDON

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IS TYPEWRITING DISPLACING HANDWRITING?

The almost universal use of typewriters to-day raises the interesting question as to whether the world's handwriting is deteriorating; and to put this query to the test

THE PROPRIETORS OF

Wright's Coal Tar Soap

offer the following

64 MONEY PRIZES

for the

best specimens of handwriting.

For Ladies.

1st Prize £10 10 0
5 Prizes of £2 2 0 each
10 " £1 1 0 "

For Gentlemen.

1st Prize £10 10 0
5 Prizes of £2 2 0 each
10 " £1 1 0 "

For Children.

Up to 12 years of age.

1st Prize £2 2 0
5 Prizes of £1 1 0 each
10 " 10 6 "

Over 12 and up to 16 years of age.

1st Prize £3 3 0
5 Prizes of £1 1 0 each
10 " 10 6 "

The prizes will not be divided.

INSTRUCTIONS AND CONDITIONS.

Write the following on a sheet of paper:—

**"Learning is good, it makes you wise—
and wisdom makes you wealthy,
Wright's Coal Tar Soap is better still
because it keeps you healthy."**

At the top left-hand corner place name and address, and state whether Mr., Mrs., or Miss, and, in the case of children, age.

Competitors may send as many attempts as they like, but each one must be accompanied by an outside wrapper of **WRIGHT'S** Coal Tar Soap. Sold everywhere, **4d.** per tablet. Competitors sending any other wrapper than **WRIGHT'S** will be disqualified.

No correspondence can be entertained. The decision of the Managing Director will be final.

Last day for receiving replies, **May 31st.** The result will be announced in the "DAILY MAIL," on **June 30th.**

Address, "Handwriting." WRIGHT'S COAL TAR SOAP, 66-68, Park Street, Southwark, S.E.

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SPORTING SUITS

Burberry Suit

By its practical design and smart appearance bears the stamp of perfection in every detail. Pivot Sleeves enable the Sportsman to do his skill justice.

"Meet every taste, and completely satisfy the varied requirements of all open-air pastimes."

BURBERRY SUITS, planned by experts, are thoroughly workmanlike in design, and illustrate the successful union of freedom, smartness and utility. They insure not only comfortable protection, but the impress of well-groomed sportsmanship.

BURBERRY MATERIALS are unique in construction, colourings, and patterns. Amongst the most notable cloths specially woven by Burberrys are Gabardine, Gamefeather, Plus-Beau, Klis Expanding Tweeds, and Clachan Homespuns.

PIVOT SLEEVES and other Burberry inventions confer absolute liberty for active movement.

"BURBERRY FOR MEN."
An Encyclopædia of equipment for all open-air sports and pursuits. Fully illustrated with drawings of workmanlike models, patterns of Burberry materials, prices and self-measure form.
POST FREE ON REQUEST.

BURBERRYS

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EVERY MEMBER OF YOUR FAMILY SHOULD USE ROWLAND'S MACASSAR OIL FOR THEIR HAIR

BECAUSE it Preserves, Beautifies, and Strengthens it, is as invaluable for **Children** as "grown-ups;" is exquisitely perfumed and gives lustre and tone to the Hair. **Golden Colour** for fair hair. Sold in 3s. 6d., 7s., and 10s. 6d. bottles by Stores, Chemists, and ROWLAND'S, 67, Hatton Garden, London.

WILLS AND BEQUESTS.

THE will (dated June 2, 1909) of LIEUTENANT-COLONEL FRANCIS FAULKNOR SHEPPEE, R.A., of Holly Spring, Bracknell, Chairman of the Exchange Telegraph Company, who died on March 11, is proved by Francis Henry Sheppee and Edgell William Sheppee, sons, the value of the estate amounting to £442,357. Subject to a legacy of £1000 to his wife, the testator leaves the whole of the property in trust for her for life. On her decease the real estate goes to his son Francis Henry, and the personal property to his children, the share of a son being double that of a daughter.

The will of MR. HERMANN STERNBERG, of 10, Strathray Gardens, Hampstead, and 1, Angel Court, who died on March 16, is proved, and the value of the property sworn at £96,422. The testator gives £500 to his wife; £500 to his sister-in-law Mrs. Kaufmann; £250 each to his nieces Elsa Davids, Emma Hertz, Elsa Shuler and Daisy Shuler; £300 for the clerks and employees of his firm; and the residue in trust for Mrs. Sternberg for life. Subject thereto he gives £2500 each to his granddaughters Phyllis Esther and Marjorie; and the residue in trust for his children Esther, Henry Hermann, and Montagu Lewis.

The will (dated Dec. 5, 1912) of MR. WILLIAM GREEN, of Moorlands, Bickley, who died on March 20, is proved by Howard Green, the son, Annie Beatrice Green, daughter, and Arthur Faulkner, the value of the property being £60,739. The testator gives a sum for the payment of any liabilities in relation to the King's Own Mission, held at the St. James's Temperance Hall, Kennington, and subject thereto such sum or £2000, as the case may be, to the Salvation Army, the London Missionary Society, the British and Foreign Bible Society, the China Inland Mission, the Seamen's Christian Friendly Society, and the Religious Tract Society. He also gives £200 each to the London Missionary Society and the China Inland Mission; £150 each to the Kent County Temperance Federation, the London Temperance Hospital, the Salvation Army, the South African General Mission, Muller's Orphanage, and the Evangelical Union of South America; £50 each to Mrs. Ginever's Home and the North London Homes for Aged Christian Blind. The ultimate residue goes to his children in varying shares.

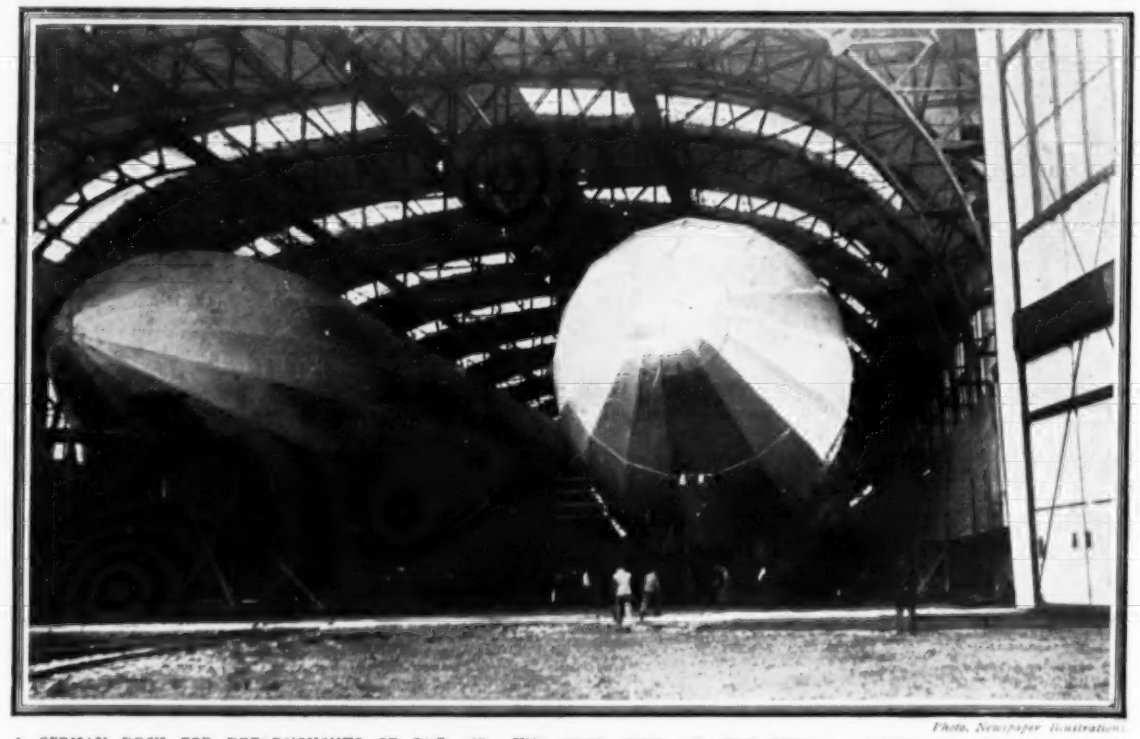

Photo. Newspaper Illustration.

A GERMAN DOCK FOR DREADNOUGHTS OF THE AIR: THE HUGE SHED AT THE ZEPPELIN WORKS AT FRIEDRICHSHAFEN, HOLDING TWO DIRIGIBLES AT ONCE.

The air-ship on the right is the "Z 4," which recently created such a sensation by crossing the French frontier and landing at Lunéville.

The will of SIR CHARLES BURT, of Hillside House, Richmond, who died on March 5, has been proved, and the value of the estate sworn at £103,896. The testator gives £1500 to his sister Ellen Jane; £1500 each to his sisters-in-law Eliza Burt and Florence Burt; £1000 each to his nephews and nieces, and £500 each to their children; an additional £500 each to Katherine Emily Burt, Walter John Burt, and Percy John Burt; £300 each to the executors; £2500 to the children of John Henry Ball; £500 to Augusta Hammond; £100 each to the Y.M.C.A. and the Y.W.C.A., Richmond, the Royal Free Hospital, and the Richmond Hospital; and other legacies. The residue of the property he leaves as to one seventeenth to his sister, one seventeenth each to his nephews and nieces, Percy John, Ernest Henry, Clara Louisa Ball, Alice Poulton, Henry Charles Mead, Clara Louisa Gaulton, and George Mattock Brookman; two seventeenths to his niece Katherine Emily; and seven seventeenths to the children of his deceased brother, John Thornton Burt.

The will and codicil of MRS. MARGARET WHITELEY, of Westwood, Blackburn, who died on Jan. 19, are proved by her sons Lord Marchamley, late Liberal Chief Whip, and Herbert James Whiteley, the value of the property being £34,470 7s. 4d. Subject to the gift of her wearing apparel and two rings to her sister, everything goes to her two sons.

The will of MR. WILLIAM BASTARD, of Higher Coltscombe, Slapton, Devon, is proved, and the value of the property sworn at £53,622 18s. 3d. He gave £200 and an annuity of £150 or £300, as the case may be, and the use of his house and furniture to his wife; £100 each to Ambrose Cole and Philip R. Hockin; and the residue in trust for his son on attaining twenty-one years of age.

The will (dated Sept. 23, 1909) of MR. HENRY GRINLING, of Harrow Weald House, Harrow Weald, a director of Messrs. W. and A. Gilbey, Ltd., who died on March 18, is proved by his three sons, Gibbons Grinling, Harry Grinling, and Sidney Grinling, the value of the estate amounting to £149,903. The testator gives £1000, the household effects, and the use of his residence to his son Harry; the use of the premises called "The Chestnuts" to his son Sidney; 2000 preference shares in W. and A. Gilbey to his son Gibbons; and the residue to his three sons.

Finnigans for all kinds of Wardrobe Trunks

Alternative section with deep drawer in place of hat attachment, without extra cost.

You can "live in your boxes" without discomfort—nay, with the extreme of comfort, with these craftily fitted Finnigans Travelling Wardrobe Trunks.

Packing is reduced to a minimum of trouble with the maximum of method and efficiency.

There is a place for everything and you need never unpack at all, but use your trunk as you would use a wardrobe—whether your stay be long or short.

The clothes are not crushed and disordered as in the old-fashioned trunks or suitcases. For foreign travel this Wardrobe-trunk is reckoned absolutely indispensable by the experienced.

The trunk is light, being made of strong well seasoned wood, covered with waterproof canvas and lined with the best linen drill throughout. Raw hide bands round the body, clips and brass bumpers on the edges, give additional strength, while strong brass lever locks safeguard the contents. The price is **£9 10 0**

We are at all times glad to show you this and other Finnigans products. If you cannot call at our Showrooms we will gladly send you full particulars with illustrations. Please ask for Catalogue No. 8[illegible].

Finnigans, 18, New Bond St., W.

LIVERPOOL: 89, Bold Street, 37-41, Dale Street.

MANCHESTER: 123, Deansgate, 113-115, Market Street.

THE ÆOLIAN Orchestrelle will make you an expert organist.

The Æolian Orchestrelle is the sweetest-toned organ of its size ever built. It is played on the same principle as the Pianola, so that on the very first day that it is installed in your home you acquire all the powers of a gifted organist, and are able to play any and all of the greatest organ and orchestral compositions.

It addition to the inestimable advantage which the music-roll device gives the Æolian Orchestrelle, it has constructional features that give every voice a sweetness of tone that usually is only found in the best type of pipe organ.

It gives the player an unlimited choice of tone combinations, and has devices that place every subtlety of expression within his power.

There are a large number of models at varying prices always to be seen and played at Æolian Hall. If you cannot call, write for Booklet 5.

The Orchestrelle Co.,
ÆOLIAN HALL,
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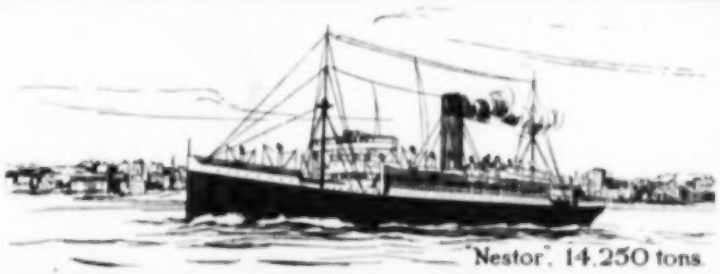
"There is no secret about the beautiful shine I get on these boots. Anyone can do it, simply by using

Cherry Blossom Boot Polish."

Just a little light rubbing, and you have a beautiful, glossy shine that will last equally bright all day. Tins, 1d. to 6d. Dealers everywhere keep it.

CHISWICK POLISH CO., Chiswick, London, W.



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Wireless Telegraphy. First Class Accommodation only. Exceptional Deck Space. Moderate Fares.

For full particulars apply to GEORGE WILLS & CO., 17, Leadenhall Street, LONDON, E.C.; AITKEN, LILBURN & CO., 80, Buchanan Street, GLASGOW; or to

ALFRED HOLT AND CO., INDIA BUILDINGS, LIVERPOOL.

PARFUM CHAMINADE

Parfum "Chaminade" is an embodiment of the Harmonious and Rhythmic Charm which characterises the æsthetically perfect perfume. By virtue of the mystery, the individuality and the purity of its fragrance, **Parfum "Chaminade"** is the approved perfume of the *femme du monde*.

Parfum "Chaminade"

Supplied to the Royal Courts.

	7/6	12/6	24/6	48/-	95/-
"Chaminade" Bath Salts			3/6	8/6	18/6
"Chaminade" Bath Dusting Powder			4/6	16/6	32/6
"Chaminade" Bath Soap Bowls			15/6	21/-	24/6
"Chaminade" Crystallised Brilliantine					2/-
"Chaminade" Face Powder, in five tints					4/6
"Chaminade" Pompons Poudre (Purse Puffs)			2/6	4/6	7/6
"Chaminade" Sachets			6d.	2/6	6/6
"Chaminade" Toilet Soap (three tablets)					12/6

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WHITSUNTIDE RAILWAY ARRANGEMENTS.

EXCELLENT arrangements have been made by the Great Western Railway for the convenience of Whitsuntide holiday-makers. In their Whitsun excursion programme, of over fifty pages, will be found details of trips to all parts of the G.W.R. system. The programme will be sent post free on application to the Inquiry Office at Paddington, or may be had at G.W.R. stations and offices. On Thursday and Friday, May 8 and 9, there will be excursions to the North and South of Ireland. On the 9th, and days following, there will be numerous other trips to the various holiday resorts served by the Great Western, including Devon and Cornwall and other western counties, Wales, and the Isle of Man.

Many facilities are afforded by the South-Eastern and Chatham Railway for spending Whitsuntide on the Continent. Cheap tickets will be issued to Paris, for instance, by express services, via Folkestone and Boulogne, on May 8, 9, 10, 11, 12; also on the same dates, by the night mail service, via Dover and Calais. Cheap tickets will be issued to Ghent for the International Exhibition by the Dover-Calais, Folkestone-Boulogne, and Dover-Ostend routes each day from May 7 to 12 inclusive. Cheap tickets to Brussels, allowing break of journey at Ghent for the Exhibition, will be issued each day from May 7 to 12 inclusive. Equally complete arrangements have been made for home excursions in the south-eastern counties, known as "the Garden of England." Full particulars are given in the special holiday programme and bills.

The programme issued by the London and South-Western Railway presents some very attractive tours for the holiday, particularly those via Southampton to the French coast. Fifteen-day tickets are announced at economical fares. With new turbine steamers in the service between Southampton and the coasts of Normandy and Brittany, the crossing is much quicker and more pleasant than hitherto, and holidays in these parts are becoming increasingly popular. As regards home excursions, fast trains will leave Waterloo, at excursion fares, to North Cornwall, North Devon, Dartmoor, the East Devon coast and Dorset coast, Bournemouth and the Evergreen Valley, the Isle of Wight, the New Forest, Portsmouth (for Southsea), and Lee-on-the-Solent. Programmes giving full particulars will be forwarded free upon receipt of a postcard by Mr. Henry Holmes, Superintendent of the Line, Waterloo Station, S.E.

In the concise little programme issued by the Brighton Company and sent post free on application to the Superintendent of the Line, L.B. and S.C.R., London Bridge, it will be found that complete train and ticket arrangements are made to suit all sections of the public. Extra trains will be run from London Bridge, Victoria, Kensington (Addison Road), etc., to the South Coast towns on Friday, Saturday, and Sunday, May 9, 10, and 11. Convenient cheap tickets covering the whole of the holiday will be issued from Victoria, London Bridge, Kensington and suburban stations to all the seaside and health resorts by all trains on Friday, Saturday, and Whit Sunday. As regards their Continental arrangements, the Newhaven and Dieppe route is becoming more popular every year. Tours in Switzerland, Tyrol, Italy, Normandy, and South Germany are announced, full particulars of which can be obtained from the Continental Traffic Manager, Brighton Railway, Victoria Station.

With its characteristic "Midland red" design of cover, the Midland programme takes for its province all parts of the Midlands and North of England, Scotland, and various parts of Ireland. Holiday travellers are given a liberal choice of more than 500 places to select from. The excursions from St. Pancras commence on Thursday, May 8, to Ireland for periods varying from two to sixteen days, repeated on Friday and Saturday, May 9 and 10. On Friday, May 9, the Scotland bookings begin from St. Pancras, at 9.30 p.m. for the northern counties, and 10 p.m. for Edinburgh, Glasgow, and other southern towns. On Saturday, May 10, there will be excursions to Douglas (Isle of Man) via Heysham for three to ten days, and via Liverpool on Friday midnight, May 9, and Saturday, May 10, for three to seventeen days.

In connection with the Ghent International Exhibition, opened on April 26, the Great Eastern Railway Company issue tickets at reduced fares via Harwich and Antwerp, available via Brussels, enabling passengers to visit Brussels en route to and from the Exhibition—Brussels is under one hour's journey from Ghent. Tickets dated in advance can be obtained at Liverpool Street. The Danish Royal Mail steamers of the Forenede Line, of Copenhagen, will leave Harwich for Esbjerg on Friday, May 9, and Saturday, May 10. The Swedish Royal Mail steamer of the Thule Line, of Gothenburg, will leave for Gothenburg on Saturday, May 10. The General Steam Navigation Company's steamers will leave Harwich for Hamburg on Wednesday, May 7, and Saturday, May 10.

For the Whitsuntide holidays the Great Northern Railway Company has, as usual, made very complete arrangements, particulars of which are given in their excursion and tourist programmes and illustrated holiday booklets. The number of stations to which excursions will be run, by corridor trains, exceeds five hundred, and as regards locality and scenery there is a large variety of choice. They include trips to Edinburgh, Glasgow, and Aberdeen, on May 9, for four, eight, or seventeen days, and to various towns in the North of England for three, four, or eight days. The company's special Whitsuntide programme and booklets are obtainable free from the Superintendent of the Line, Department 61W, King's Cross, or at any Great Northern office.

There is nothing like a breath of the sea at Whitsuntide, and the Great Eastern Railway offers to holiday-makers a choice of many attractive coast resorts. Among them, to mention only a few, are Cromer, Clacton, Yarmouth, Lowestoft, Felixstowe, and Southend. There are, besides, many interesting inland towns in East Anglia, such as Cambridge, Ely, Norwich, Ipswich, or Colchester, served by the Great Eastern, as well as holiday places nearer London, like Epping Forest or the country round Broxbourne. Programmes with full particulars of cheap tickets, etc., can be obtained free from the Superintendent of the Line at Liverpool Street, or at any of the G.E.R. stations or London offices.

It is announced by the New Palace Steamers, Ltd., that their daily sea-trips from London Bridge (Old Swan Pier) to Southend, Margate, Ramsgate, Deal and Dover, by the *Royal Sovereign* and *Koh-i-noor*, will begin on May 10, and continue to Sept. 15.

Summer cruises by Orient Line steamers are very popular. The Orient Line now announce a reduction in fares during the summer season on their fifteen-day sea-trips to the South of Spain and the Riviera. The saloon fare for the fifteen-day round trip to Toulon is reduced to £15, and the second saloon fare to £10 10s. An illustrated programme of these trips can be obtained from the Orient Line offices.

World-famous International RACES, from 22nd till 31st Aug.
TENNIS TOURNAMENT after the 31st Aug.
Riding — Shooting
Trout Fishing.
AUTO EXCURSIONS

BADEN - BADEN
Queen of the Black Forest - Most Fashionable Health Resort in Germany.
Golf Links: Open Annual Tournament from July 23rd to August 19th.
Frequented by the best English and French Society.

Thermal Springs 145° Fahr. World-renowned cure for Gout, Rheumatism, Catarrh of the Respiratory Organs.
Unrivalled Bathing Establishments. Drinking Cure, New Inhalatorium unique in Europe. Grape & Milk Cure, Finest Pine Forests

Zeppelin Airship Station with regular Passenger Trips.
RADIUM Emanatorium for Radium Cures

Illustrated Booklets and all Information Free on Application to the MUNICIPAL ENQUIRY OFFICE, BADEN-BADEN.
Or to the London Office—33, OLD JEWRY, E.C.

WARRANTED TIMEKEEPERS.
BENSON'S
"PERFECT SAFETY" SELF-FITTING GOLD WATCH BRACELETS.
The Finest Quality with Lever Movements, from £5 5s.; with London Made Movements, from £18.
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BEST VALUE at LOWEST CASH PRICES, or the Economical and Equitable Times system of MONTHLY PAYMENTS is available
62 & 64, LUDGATE HILL, E.C.; 25, Old Bond Street, W.
Open Face, £8 8s. Half-Hunter, £11. Others from £5 5s.
Selections sent on approval at our risk and expense.
WARRANTED TIMEKEEPERS.
Diamonds and Rubies or Sapphires, £21 All Diamonds, £27 10s. Others set with Gems, from £20
Illustrated Books (post free): No. 1, Watches of all kinds, Jewels, &c.; No. 2, Clocks, "Empire" Plate, &c.; No. 3, Pretty yet inexpensive Silver for Presents, Bags, &c.

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NO CRUSHING. NO CONFUSION.
Any article is instantly get-at-able, and can be removed without disturbing the remainder of contents. The Bottom is as accessible as the Top. Separate compartments for Linen, Clothes, Hats, Boots, etc. Carries the garments in perfect order, and economises space by the systematic method of packing. No rummaging for clothes—no heavy trays to lift. Drawers divided to suit customers' requirements.
Made with 2, 3, or 4 Drawers, in Four Qualities and Various Sizes.
Prices from 60/-
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This Label on every Garment.
CHALMERS Porosknit GUARANTEED
Buy a suit of POROSKNIT To-day.
It is positively the best Summer underwear, because it is hygienic, healthy, absorbs perspiration, non-irritating, admits air to the body, is elastic, durable and easily washed.
Begin enjoying "POROSKNIT" comfort to-day.
INSIST ON THE LABEL AS THERE ARE IMITATIONS ON THE MARKET. A GARMENT WITHOUT OUR LABEL IS NOT "POROSKNIT."
GUARANTEE.—Replacement or repayment for any "Porosknit" garment not giving satisfaction.
In sizes 34 in. to 42 in. Ask your Hosier or Outfitter.
2/6 per garment—all sizes.
Long and Short Sleeve Shirts. | Knee and Ankle Length Drawers.
If any difficulty in obtaining from your Outfitter, write to Sole Selling Agents for the Chalmers Knitting Co., A. MESCHANT & CO., 12, New Union Street, Moor Lane, London, E.C.
WHO SUPPLY THE WHOLESALE.

SOUTH EASTERN & CHATHAM RY.

WHITSUNTIDE ON THE CONTINENT.

CHEAP TICKETS

From certain London Stations.

Destination.	Days Valid.	Return Fares. 1 Cl.	2 Cl.	3 Cl.
PARIS (via Calais or Boulogne)	15	58/4	37/6	30/-
BOULOGNE	3	22/6	—	14/-
Do.	8	30/-	25/-	17/10
GHENT (for the Exhibition) via Calais or Boulogne	15	55/-	36/-	23/6
GHENT (via Ostend)	15	44/-	28/6	18/6
BRUSSELS (via Calais or Boulogne)	15	59/3	38/3	25/-
Do. (via Ostend)	15	49/9	31/6	20/3
AMSTERDAM (via Flushing)	15	44/9	30/11	—
THE HAGUE (via Flushing)	15	40/8	27/2	—
CALAIS	3	24/-	—	15/6
Do.	8	31/6	26/3	20/6
OSTEND	8	31/10	23/10	15/9

WHITSUNTIDE IN THE GARDEN OF ENGLAND

WEEK-END TICKETS AVAILABLE BY ANY TRAIN (Mail and Boat Expresses excepted) will be issued from LONDON and certain Suburban Stations to the undermentioned Stations on May 9th, 10th and 11th, available for return on May 11th, 12th, 13th or 14th.

	Return Fares. 1 Cl.	2 Cl.	3 Cl.		Return Fares. 1 Cl.	2 Cl.	3 Cl.
Bexhill	14/-	10/6	8/-	Martin Mill	18/6	12/6	9/-
Birchington	15/-	11/-	8/-	Ramsgate	15/-	11/-	8/-
Broadstairs	15/-	11/-	8/-	Rye	16/-	12/-	9/-
Canterbury	14/-	10/6	8/-	St. Leonards	14/-	10/6	8/-
Deal	18/6	12/6	9/-	Sandgate	17/6	12/6	9/-
Dover	17/6	12/6	9/-	Sandwich	18/6	12/6	9/-
Folkestone	17/6	12/6	9/-	Tunbridge Wells	8/6	5/6	4/6
Hastings	14/-	10/6	8/-				
Herne Bay	14/-	10/-	7/-	Walmer	18/6	12/6	9/-
Hythe	17/6	12/6	9/-	Westgate	15/-	11/-	8/-
Littlestone	16/-	12/-	9/-	Whitstable Town	14/-	10/-	7/-
Margate	15/-	11/-	8/-				

CHEAP DAY and **HALF-DAY EXCURSIONS** on **WHIT-SUNDAY** and **WHIT-MONDAY** from **LONDON** to certain Seaside and Country Stations.

CRYSTAL PALACE (HIGH LEVEL) on **WHIT-MONDAY.** Cheap Return Tickets (including admission) will be issued from London.

For particulars of Excursions, Alterations in Train Services, etc., see Holiday Programme, obtainable at any of the Company's Agencies or Stations.

FRANCIS H. DENT, General Manager.

WILDUNGEN SPA.

1,000 feet above sea level, charmingly situated, surrounded by mountains and splendid forests. This rapidly rising German Spa is renowned owing to its special advantages as a health resort for all suffering from Kidney and Bladder trouble, Gravel, Gout, Calculus and loss of Albumen.—14,327 visitors in 1912.

ROYAL BATH HOTEL, and twelve first-class Hotels.

THE FINEST GOLF LINKS ON THE CONTINENT.

Theatre, Tennis, Shooting, Orchestral Band, Dancing.

SEASON—JUNE TO SEPTEMBER.

For home treatment the waters can be obtained from INGRAM & ROYLE, 45, Belvedere Road, London, S.E.

Descriptive "Wildungen" Booklet will be sent post free upon application to the

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VERNET-LES-BAINS
"Paradise of the Pyrenees." FRANCE.
Sunny Dry Winter and Spring Climate. Hot Sulphur Springs for Rheumatism, Gout, Complexion, Bronchitis, &c. Parks, Modern Hotels Furnished Villas, Casino, Good Club, with English Billiards, Ladies' Rooms, Orchestra, etc. Illustrated Brochure from
Messrs. F. & R. KIRCHLE, Vernet-les-Bains.

WHITSUN EXCURSIONS

From LONDON (Waterloo) for varying periods

TO THE PRINCIPAL RESORTS IN

DEVON, CORNWALL,

—THE SUNNY SOUTH, &c.—

North Cornwall from		22/-	Isle of Wight from		9/6
North Devon	,,	20/-	Bournemouth	,,	11/-
Dartmoor	,,	19/-	New Forest	,,	8/3
E. Devon Coast	,,	14/6	Southsea, &c.	,,	8/-
Dorset Coast	,,	11/-			

Rail, River and Sea Trips

15-day Tours—via Southampton—from London.

NORMANDY

Attractive tour on May 9th, 10th and 12th, embracing cross-Channel trip Southampton to Havre, and journey up the river Seine through the lovely Seine Valley to the grand old city of Rouen: In all

528 MILES BY RAIL, RIVER AND SEA—32/6 Second Class.

BRITTANY

Another charming holiday ground for the short vacation is "Beautiful Brittany's Wonderland." Ideal sea-trips on May 8th and 10th to its "Emerald Portal," St. Malo (for Paramé, Dinard, Dinan, etc.).

Return Fare from London 25/6.
300 MILES ON THE SEA.

On May 8th, to CHERBOURG, 24/6. On May 9th to GUERNSEY and JERSEY, 23/-. On May, 8th, 9th, 10th and 12th, to HAVRE, 25/-; ROUEN, 27/8, and

PARIS, 1st, 39/3; 2nd, 30/-; 3rd, 26/-.

WEEK-END TICKETS issued to most places, extended validity to May 14th.

For Holiday Programmes giving full particulars, send postcard to Mr. Henry Holmes, Supt. of the Line, Dept. 35, Waterloo Station, S.E.

H. A. WALKER, *General Manager.*

MIDLAND.

COOK'S WHITSUNTIDE EXCURSIONS FROM ST. PANCRAS.

May 8	Belfast and North of Ireland	16 days
,, 9	Dublin and South of Ireland	
,, 9	All Parts of Scotland	4, 8, or 17 days
,, 10	The Provinces, North of England, &c.	3, 4, or 8 days
,, 9 & 10 (night)	Leicester, Nottingham, Lancs, and Yorks Towns	2 to 8 days
,, 10	Buxton, Peak of Derbyshire, English Lakes, Yorkshire Spas, Isle of Man, Blackpool, Liverpool, Southport, &c.	3, 8, 10, 15 or 17 days
,, 12	Leicester, Nottingham, Loughboro', Sheffield	1, 2, 3, or 4 days
,, 12	Matlock, Rowsley, Bakewell, (Restaurant-Car) (Connecting drive to Haddon Hall, Chatsworth Park, &c.)	½ day
,, 12	Birmingham, Kettering	1 day, &c.
,, 12 & 13	Bedford	1 day & ½ day
,, 13, 14, 15, and 16	Manchester (Races)	2 to 5 days

WEEK-END TICKETS issued Friday, and Saturday, returning up to following Wednesday, except day of issue

PROGRAMMES NOW READY. Apply to the MIDLAND RAILWAY CO., ST. PANCRAS, or any MIDLAND TICKET OFFICE, or office of THOS. COOK & SON, Derby. W. GUY GRANET, General Manager.

SATURDAY to MONDAY TICKETS available to return following Sunday, (after 6.0 p.m.), Monday, or Tuesday.

Whitsuntide Holidays. Where to Go!

A Whitsuntide Holiday is essential to everybody. Ensure an enjoyable holiday by spending Whitsun in the West Country. Glorious Devon, the Cornish Riviera, Somerset, Dorset, North and South Wales, Southern Ireland (via Fishguard), all offer attractions for the holiday-maker which cannot be excelled.

SPECIAL CHEAP EXCURSIONS

Special Excursion arrangements will be in force for Whitsuntide at cheap fares. EXTENDED WEEK-END and SATURDAY TO MONDAY FACILITIES. SEND TO-DAY for pamphlet (FREE) from Supt. of the Line, Paddington Station, W., or from G.W.R. Offices and Stations. FRANK POTTER, General Manager.

G. W. R.—THE HOLIDAY LINE.

Whitsuntide Holidays.

Speed, Comfort, and **Cheap Fares,** the three essentials in holiday travel, are embodied in the **Great Northern Company's** Whitsuntide Holiday arrangements.

Express Excursions by **Corridor Trains** will be run to over 500 stations, including bookings to Edinburgh, Glasgow, Aberdeen, etc., for 4, 8 or 17 days, on Friday, May 9th, and to Harrogate, Scarborough, Cromer, Leeds, Bradford, Newcastle, Manchester, Sheffield, Nottingham, Burnley, Rochdale, Blackburn, etc., for 3, 4 or 8 days, on Saturday, May 10th.

Week-End Tickets (Friday to Tuesday) will be available for return on Wednesday, May 14th.

Saturday to Monday Tickets will be available for return on Tuesday, May 13th.

Excursion and **Tourist Programmes,** also **Illustrated Holiday Booklets,** can be had gratis on application at any G.N. Office, or of Superintendent of the Line, Dept. 56 W King's Cross Station, London, N.

Norway Summer Cruises and Health Resorts in the Interior.
For all information and tickets apply to **Norway Travel Bureau,** 179, Strand, London, W.C.

TRAVEL BY G.N.R.

G.E.R.

WHERE TO GO AT WHITSUN.

A SELECTION OF **20** CHARMING COAST RESORTS.

BRACING AIR & RECORD SUNSHINE

HUNSTANTON	YARMOUTH
CROMER	GORLESTON
WEST RUNTON	CORTON
SHERINGHAM	LOWESTOFT
OVERSTRAND	SOUTHWOLD
TRIMINGHAM	ALDEBURGH
MUNDESLEY ON SEA	FELIXSTOWE
CLACTON ON SEA	HARWICH
FRINTON ON SEA	DOVERCOURT BAY
WALTON ON NAZE	SOUTHEND ON SEA

and the

NORFOLK BROADS

Golfing, Yachting, Angling.

Programmes containing full particulars of Cheap Tickets, &c., **NOW READY,** and can be obtained gratis upon application to the Superintendent of the Line, Liverpool Street Station, London, E.C., or at any of the Company's Stations or London Offices.

If business or pleasure takes you outdoors, you will be well-advised to investigate the merits of

The N&C Nicholson Raincoats

Smartly-cut—defiant of rain—independent of rubber. Desirable on any occasion and in all weathers.

FROM ALL ENTERPRISING OUTFITTERS.

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ST. ALBANS, ENGLAND.

For cleaning Silver, Electro Plate &c.

Goddard's Plate Powder

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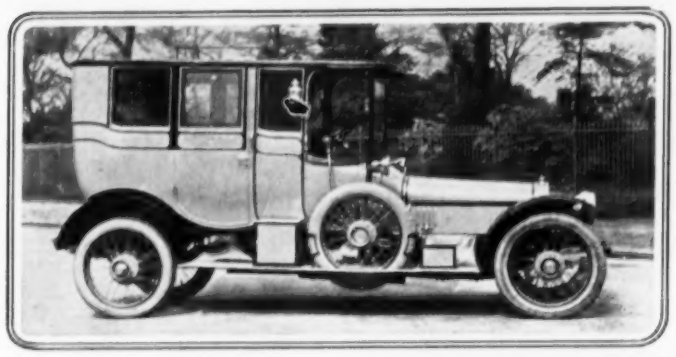
THE CHRONICLE OF THE CAR.

The Control of London Traffic. The proceedings of the House of Commons Select Committee on Motor Traffic are being drawn out to an almost interminable length, and so much evidence has been given before it, and so bewildering has been its variety, that it is almost an impossibility to sift the useful from the useless. Of course, it is inevitable, in dealing with complex problems like that of London's traffic, that a mass of conflicting opinion should arise to confuse the issues; but the worst of it is that, unless those who are dealing with it with a view to the elucidation of a remedy are themselves expert, the false doctrine is likely to exert as much influence on the findings as the true.

Some of the most valuable evidence that has been given was laid before the Committee last week by Mr. C. H. Dodd, Vice-Chairman of the A.A., and Mr. Francis Wilde, the Assistant Secretary of that body. First in importance, both these gentlemen placed the appointment of a Traffic Board for the Metropolis. In the view of the Association, the problem in regard to London traffic is primarily the difficulty of passing a large number of vehicles of varying types and speeds over the often narrow and congested streets of the Metropolis. The A.A. considers that the true solution of the problem, and the avoidance of accidents are to be achieved by adequate regulation of the various classes of traffic using the streets of London, and the proper and discriminating enforcement of the existing law against all users of the highway, rather than the restriction of the speed at which any particular class of vehicle may be driven. The impression which appears to be held to some extent by the general public—that a high percentage of accidents occurring in the streets of the Metropolis is due to high speeds—is entirely fallacious, and this view is amply confirmed by figures produced for the information of the Committee by Mr. Wilde. The proper regulation of traffic recommended can obviously only be carried out by a duly constituted Traffic Board having plenary powers to deal with all matters relating to Metropolitan traffic. This is a view which is not by any means new—it has been urged by every authority for years past, and was actually recommended by the findings of the Royal Commission on Motor Traffic which sat six years ago. Nothing, however, has been done, and the control of street traffic in London is still vested mainly in the Commissioner of Police, whose powers, wide as they are in some directions, are yet too limited to allow of the problem being tackled in anything like seriousness. Is it too much to hope that, as a result of the Committee's deliberations, such a Board may eventually be established?

WINNER OF THE PRESIDENT'S SILVER ROSE-BOWL FOR THE BEST CYCLE-CAR PERFORMANCE AT THE COVENTRY AND WARWICKSHIRE M.C. TRIALS: MR. GEOFF SMITH ON HIS HUMBERETTE ASCENDING EDGE HILL.



FITTED WITH A LIMOUSINE BODY: A SIX-CYLINDER SUNBEAM, COLONIAL TYPE, WHICH HAS A SPECIALLY HIGH CLEARANCE.

This car was recently supplied to Colonel Pedro Suarez, of the Bolivian Government, by Mr. A. W. Roslington, the Sunbeam Company's export agent. It is one of their well-known Colonial cars.

Photo. Archer.

MR. ROBERT H. WHITELEGG, LOCOMOTIVE ENGINEER TO THE LONDON, TILBURY, AND SOUTHEND RAILWAY, ON A 28-H.P. OAKLAND CAR.

The Oakland is one of the latest and best of the importations from the United States, and is a car which bids fair to attain to considerable popularity among British motorists.

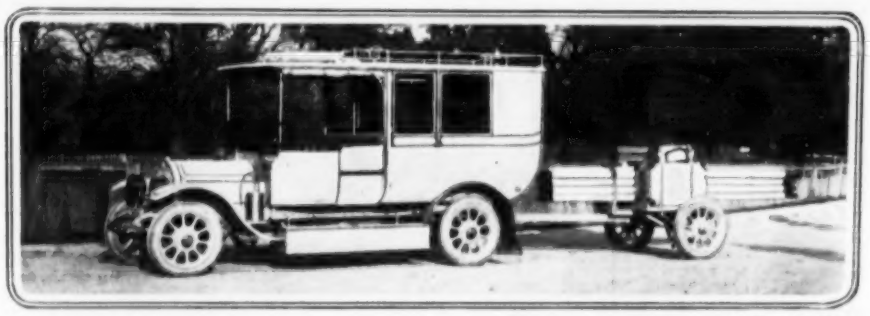


Photo. Spalding.

ONE OF THE FOUR CHASSIS SUPPLIED BY THE STAR ENGINEERING COMPANY TO THE MARCONI WIRELESS TELEGRAPH COMPANY: A 15-K.W. STATION MOUNTED ON A STAR CHASSIS.

The A.A. Recommendations. The principal recommendations of the A.A., apart from the main one relating to the Traffic Board, include the adoption of a bye-law rendering it compulsory for drivers of slow-moving vehicles to keep close to the near-side kerb; restriction of the time for which vehicles may stand in public highways; proper regulation of the stopping-places of tramcars and motor-omnibuses; the adoption of a definite system of traffic signals for use by the drivers of vehicles; the provision of subways for pedestrian traffic at congested

[Continued overleaf.

The Romance of Don Para—of Avon.

I. THE MEETING.

The perfect rubber is found; the perfect cotton duck is sought.

with the blessing of his illustrious patron, Father Avon, the Don went forth to find him a bride worthy of the enduring qualities of his powers of attachment, and the gentility of his birth and pedigree.

And how this gentleman, after a search which extended to the farthest confines of the earth, at last discovered the ideal of his dreams by the fair banks of the Nile—a maiden of such purity, strength of character, and nobility, that the gallant Don Para vowed that he would wed her and none other.

The Avon India Rubber Co. is in a position to pick and choose among the cream of the rubber market and *does so.* It is reasonable and even necessary that the Company should afford this rubber a full opportunity of proving its worth by employing only the best Egyptian cotton duck in the manufacture of Avon Tyres. You may depend, therefore, that the materials of AVONS are the very best obtainable.

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Have YOU tried our GOLF BALLS? Avon 2/-, Nova 1/3, Arc 1/- (Several types).

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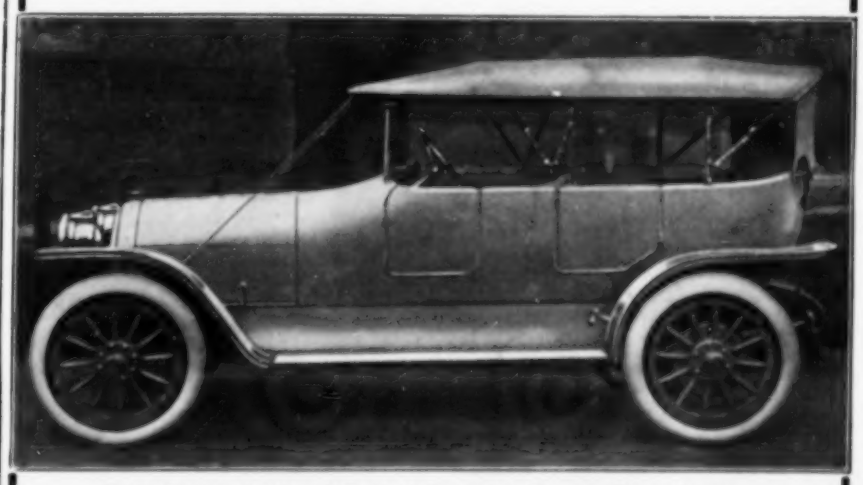
cars are now in their ninth year of successful and satisfactory service.

Light, powerful, swift and silent; possessing hill-climbing power, speed and endurance equal to that required from cars of twice the price, they are so economical in cost of operation that their owners are assured of long service, low cost of up-keep, and permanent satisfaction.

The body combines ease and comfort, great strength and durability with the grace of design suited to a chassis of this high standard.

This car is a veritable triumph for its builders, whose enormous resources, factory equipment, and standardisation methods alone make possible so excellent a product at so low a price.

The entire Buick car is built of the best materials that money can buy, and reflects credit upon the skill of its builder, and the good judgment and taste of its owner in whatever company it is displayed.



Buick Chassis fitted with Bedford Streamline Torpedo Body, £335

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English-built

COACHWORK

is famed throughout the world for its graceful design and superb finish. Such coachwork mounted on the ideal Buick chassis offers a combination of artistic merit and value unequalled at the price.

Seven types of English and American bodies for immediate delivery. Prices from **£230** to **£600**, in all cases complete with the following comprehensive equipment: Hood, Screen, Five Lamps and Generator, Speedometer, Two Plain and two Steel-studded Michelin Tyres, Jack, Tyre Pump, Horn, Tools, and Tyre Carrier.

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Trial Runs can be arranged at any time.

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Telephone—9626 Gerrard (3 lines).

Continued.]

points; and the compulsory provision of mirrors on heavy, slow-moving vehicles. There are other recommendations, but they are of minor importance compared with those set out above. With each one of these recommendations it is possible to agree, with certain reservations. Taking the first of them, I believe that if only the slow traffic could be kept close in to its near side, more than half the existing congestion would disappear, and we should have gone a long way towards the solution of the whole traffic problem. It is not so much the inadequacy of our streets as the utter chaos of the traffic that constitutes the most serious part of the problem.

The restriction of the time for which vehicles may be allowed to stand in public highways introduces a question of considerable controversial possibilities. I am not sure that I find myself in complete accord with the idea. I know that legally and in theory the roads are made for people to pass along from place to place, and that if one stops to look in a shop-window a technical offence is committed. But we cannot interpret the law of the highway so strictly as that, and we must always bear in mind that roads exist for the commercial convenience of the public. Now, it is quite easy to see that unduly to limit the time during which vehicles may stand for loading and unloading purposes is to interfere seriously with business. Some limit there may be, but I do not think it can be an arbitrary one, and the whole subject requires to be approached with very great caution. The matter of the adoption of a definite code of signals for drivers is a much easier subject to deal with, and I think that may be allowed to pass without argument. It is very desirable that something of the sort should be introduced, because even now numerous accidents are caused by the want of a properly understood code; and as fast traffic increases it must become more and more necessary.

In the matter of providing subways for pedestrian traffic, I do not think that these are much good unless their use is made compulsory, and it be made an offence to cross by the roadway where they are provided. All experience goes to show that even where subways are constructed the majority of people prefer to use the road rather than to descend and ascend steps. Here we come on to the highly controversial subject of the regulation of the pedestrian and his manner of using the highways. Whatever may be the case now, I think there is no doubt that in the near future the matter will have to be dealt with. At least two of the large Continental cities—Berlin and Vienna, to wit—have started upon it, and it is only a question of time here.

Photo. Birkett.

WITH A BODY BY SALMON AND SONS: A 17-28-H.P. SPORTING PEUGEOT TORPEDO.

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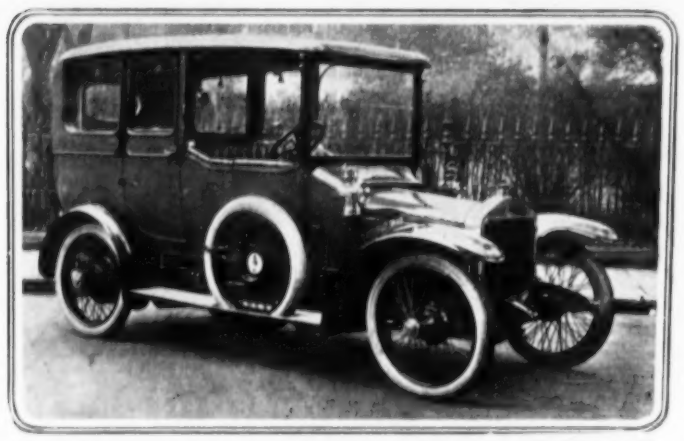

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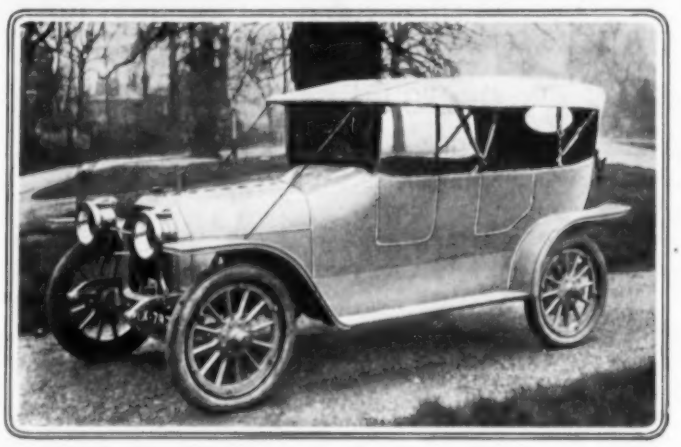

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W. Whittall.

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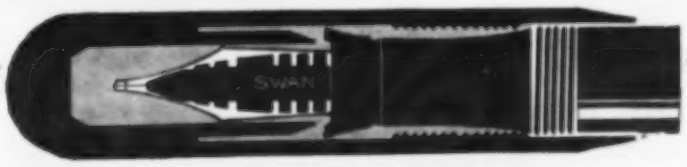

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CHESS.

J SAMUELS and W KELLER (Brooklyn).—Your problem is "cooked" by 1. Q to K 4th (ch), K to Q 3rd; 2. B to Kt 4th (ch), and Queen mates next move.

RUDOLF L'HERMET.—In the problem in which the White King stands at R sq, after Black plays 1. K to Q sq, there is a double continuation by 2. Q to K 3rd or Q to Q 6th; besides which, we do not care for check on first move. We have mislaid your dedication problem; would you favour us with another copy?

F P GLADIALI (Bombay).—Your problem admits of a second solution by 1. Q to Kt 6th (ch), followed by 2. Q to B 6th (ch), etc.

J C SQUIRE (Wivenhoe).—It is quite correct in our judgment. Black has to make the best defence he can, and in a three-mover if he makes a move that admits of a mate in two he is not doing his best. Problem shall be examined.

H F DEAKIN (Fulwood).—See preceding answer in regard to your comment on No. 3593.

J WATTS (Deal).—In your own problem, after Black plays 1. P to Kt 6th, White can continue 2. Q to K 4th or Q to B 6th (ch); and if B to Q 4th, 2. Q to K B 2nd (ch) or 2 Q to Q B 2nd (ch), will lead to mate. The problems by Mr. Fisher are sound and shall appear.

CHESS IN THE CITY.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. W. WARD and H. JACOBS.

(Queen's Pawn Game.)

WHITE (Mr. W.)	BLACK (Mr. J.)
1. P to Q 4th	P to Q 4th
2. P to K 3rd	B to B 4th
3. P to Q B 4th	P to K 3rd
4. Kt to Q B 3rd	Kt to Q B 3rd
5. P to Q R 3rd	Kt to B 3rd
6. Kt to B 3rd	B to K 2nd
7. B to K 2nd	P takes P
8. B takes P	Castles
9. Castles	B to Q 3rd
10. Kt to Q Kt 5th	

It cannot be said the exchanges forced in this and the following moves are to Black's disadvantage.

10.	B to Kt 3rd
11. Kt takes B	P takes Kt
12. B to Q 3rd	P to Q 4th
13. P to R 3rd	B to R 4th
14. P to K Kt 4th	B to Kt 3rd
15. B takes B	R P takes B
16. K to Kt 2nd	Kt to K 5th
17. Kt to Q 2nd	P to B 4th
18. P to B 3rd	Kt to Q 3rd
19. P to B 4th	P to K Kt 4th
20. P takes P	Q takes P
21. Kt to B 3rd	Q to Kt 3rd
22. P to Kt 5th	

White has now the inferior game, and this move, with all its dangerous complications, is probably his best.

WHITE (Mr. W.)	BLACK (Mr. J.)
22.	Kt to K 5th
23. K to R 2nd	

Giving up the Pawn for the sake of the attack; but P to K 4th seems safer.

23.	Kt takes Kt P
24. R to K Kt sq	Kt takes Kt (ch)
25. Q takes Kt	Q to B 3rd
26. B to Q 2nd	K to B 2nd
27. R to Kt 2nd	R to R sq
28. Q R to K Kt sq	R to R 2nd
29. R to Kt 3rd	Q R to K R sq
30. Q to B 4th	P to K Kt 4th

An unfortunate error. Black is quite secure on his King's side, and has only to stop the threatened check by the Queen on the other wing to be in a winning position.

31. R takes P	R takes P (ch)
32. K to Kt 2nd	R (R sq) to R 5
33. Q to B 7th (ch)	Q to K 2nd
34. K to B sq	R to R 2nd
35. Q to B 8th	Q to B sq
36. Q tks Kt P (ch)	Kt to K 2nd
37. B to Kt 4th	R to R 8th
38. Q takes R P	R takes R (ch)
39. R takes R	R to R 7th
40. B takes Kt	Resigns

Black was unlucky to lose.

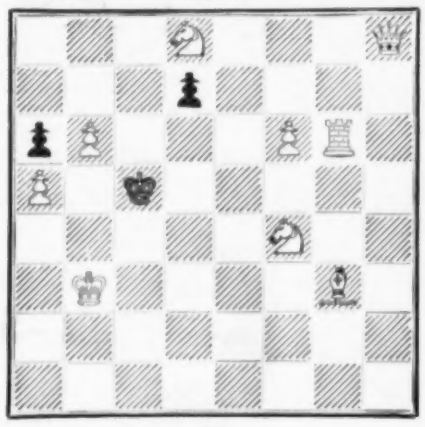
SOLUTION OF PROBLEM No. 3595.—BY W. FINLAYSON.

WHITE	BLACK
1. R to Kt 4th	P to K 5th
2. Q to Kt 4th	K takes either Kt
3. Q mates	

If Black play 1. K to K 5th, 2. Kt to Kt 2nd; and if 1. K takes Kt, then 2. Q to Kt 4th, and Q mates next move.

PROBLEM No. 3598.—BY RUDOLF L'HERMET.

BLACK.



WHITE.

White to play, and mate in two moves.

CORRECT SOLUTION OF PROBLEM No. 3590 received from C A M (Penang); of No. 3591 from R Tidmarsh (Vernon, B.C.); of No. 3592 from J W Heaty (Toronto), W Boyd, M Parker, J Murray (Quebec), H A Seller (Denver, U.S.A.), Dr. T K Douglas (Scone); of No. 3593 from J W Heaty, Dr. T K Douglas, J Murray, C A Rowley, and F R Pickering (Forest Hill); of No. 3594 from F R Pickering, C Barretto (Madrid), A Kenworthy (Hastings), J B Camara (Madeira), John Isaacson (Liverpool), and L Schlu.

CORRECT SOLUTIONS OF PROBLEM No. 3596 received from Julia Short (Exeter), A W Hamilton Gell (Exeter), Colonel Godfrey (Cheltenham), H S Brandreth (Florence), W H Taylor (Westcliff-on-Sea), J Fowler, J Green (Boulogne), Captain Challice (Great Yarmouth), F Pataki (Budapest), R Murphy (Wexford), J Churcher (Southampton), G Stillingfleet Johnson (Cobham), R S Nicholls (Willesden), H Grasett Baldwin, Rev. J Christie (Redditch), E J Winter-Wood (Paignton), J Willcock (Shrewsbury), R Worters (Canterbury), J C Gemmell (Campbeltown), J C Stackhouse (Torquay), A Perry (Dublin), W H Winter, H F Deakin (Fulwood), W M Campbell (Liverpool), Frau Gerron, W E Harrison (Leeds), L Schlu (Vienna), J Cohn (Berlin), Blair H Cochrane (Harting), and J Deering (Cahara).

We see by the *Western Guardian*, Paignton, that at a meeting of the Plymouth Chess Club the President, Mr. E. J. Winter-Wood, was presented by his brother members with an illuminated address in testimony of their appreciation of his valuable services during his tenure of the chair for nearly ten years.

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THE British public, as we all know, dearly loves a lord, and it is not improbable that clever Frank Danby remembered its weakness in writing "Concert Pitch" (Hutchinson), where we meet titles enough. This is only bait for the groundlings, and it is, after all, unnecessary, for "Concert Pitch" would have been quite as good, and perhaps better, if there had not been a lord in it—if it had, so to speak, been pitched in a lower key. It is a very good novel, and indeed in parts a fine one; it is passionate, and vivid, and the mature fruit of its author's knowledge of people of all sorts, and of the wayward hearts of men and women. There is an odious stepmother in it, and there is the masterly portrait of Harston Migotti, the musical genius whom Mannella, the heroine, married in a very midsummer madness. She was no happier than the wives of many musical geniuses have been before her; and she had to endure penury and neglect when she might have been wealthy and the wife of the man she really loved (and a Countess into the bargain). All this makes a dramatic romance, and perhaps the best piece of work Frank Danby has yet achieved. Certainly we can forecast that the history of Mannella will rival that of the celebrated Sally Slape in the favour of the novel-reading world.

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